

**CITY OF DELAWARE
PLANNING COMMISSION
AGENDA**

**CITY COUNCIL CHAMBERS
1 S. SANDUSKY ST.
7:00 P.M.**

REGULAR MEETING

May 3, 2017

1. ROLL CALL
2. APPROVAL of the Motion Summary of the Planning Commission meeting held on April 5, 2017, as recorded and transcribed.
3. REGULAR BUSINESS

A. Coughlin's Crossing

- (1) 2017-0689: A request by Delaware Development Plan LTD for approval of a Final Development Plan for Coughlin's Crossing Phase 1 (infrastructure) encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) and located east of US 23, west of Stratford Road and north of Meeker Way.
- (2) 2017-0691: A request by Delaware Development Plan LTD for approval of a Final Subdivision Plat for Coughlin's Crossing encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) and located east of US 23, west of Stratford Road and north of Meeker Way.
- (3) 2017-0692: A request by Delaware Development Plan LTD for approval of a Street Vacation of Stratford Drive for Coughlin's Crossing encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) and located east of US 23, west of Stratford Road and north of Meeker Way.

Anticipated Process

- a. Staff Presentation
- b. Applicant Presentation
- c. Public comment (not a public hearing)
- d. Commission Action

- B. 2017-0731: A request by Treplus Communities for a Concept Plan Review for Burr Oak Commons on approximately 20.06 acres zoned B-3 (Community Business District) located on the north side of SR 37 just west of Westfield Shopping Center and just east of Lantern Chase Subdivision.

Anticipated Process

- a. Staff Presentation
- b. Applicant Presentation
- c. Public comment (not a public hearing)
- d. No Commission Action

- C. 2016-2797: A request by the City of Delaware for approval of Amendments to Chapter 1111 Subdivision Regulations of the Planning and Zoning Code pertaining to acceptance of public improvements and bonding.

Anticipated Process

- a. Staff Presentation
- b. Applicant Presentation
- c. Public comment (public hearing)
- d. No Commission Action

4. PLANNING DIRECTOR'S REPORT
5. COMMISSION MEMBER COMMENTS AND DISCUSSION
6. NEXT REGULAR MEETING: June 7, 2017
7. ADJOURNMENT

PLANNING COMMISSION
April 5, 2017
MOTION SUMMARY

ITEM 1. Roll Call

Chairman Simpson called the meeting to order at 7:00 p.m.

Members Present: Robert Badger, Jim Halter, Dean Prall, Councilmember George Hellinger, Vice-Chairman George Mantzoros, and Chairman Stacy Simpson.

Members Absent: Andy Volenik

Staff Present: Matt Weber, Deputy City Engineer, Lance Schultz, Zoning Administrator, and Dave Efland, Planning and Community Development Director

Motion to Excuse: Mr. Prall moved to excuse Mr. Volenik, seconded by Mr. Badger. Motion approved by a 6-0 vote.

ITEM 2. Approval of the Motion Summary of the Planning Commission meeting held on March 1, 2017, as recorded and transcribed.

Motion: Mr. Halter moved to approve the Motion Summary for March 1, 2017 meeting, seconded by Councilman Hellinger. Motion approved 6-0 vote.

ITEM 3. REGULAR BUSINESS

A. Yumii Kettle Corn

- (1) 2017-0416: A request by Redhawk Property Investments Inc., for approval of a Development Plan Exemption for a Building Renovation for Yumii Kettle Corn at 339 South Sandusky Street 0.52 acres zoned B-3 (Community Business District).
- (2) 2017-0417: A request by Redhawk Property Investments Inc., for approval of a Conditional Use Permit for an Outdoor Seating Area for Yumii Kettle Corn at 339 South Sandusky Street 0.52 acres zoned B-3 (Community Business District).

Anticipated Process

a. Staff Presentation

Mr. Schultz reviewed the proposed site plan and the building elevations. A discussion was held in regards to the restriction of hours for the outside seating area.

b. Applicant Presentation

APPLICANT:

Steve Flaherty
3130 Devonshire Drive
Delaware, Ohio

Mr. Flaherty voiced a concern regarding the restriction of hours for the use of the outdoor patio.

- c. Public comment (public hearing)

There was no public comment.

- d. Commission Action

Motion: Mr. Badger moved to approved 2017-0416 along with all staff conditions and recommendations, seconded by Mr. Prall. Motion approved by a 6-0 vote.

Motion: Mr. Badger moved to amend the Conditional Use Permit for 2017-0417 to revise a condition to cease to operate outdoor seating area at 10:30 p.m., seconded by Vice-Chairman Mantzoros. Motion approved by a 6-0 vote.

Motion: Mr. Badger moved to approve 2017-0417 along with the revised staff conditions and recommendations, seconded by Vice-Chairman Mantzoros. Motion approved by a 6-0 vote.

- B. 2017-0407: A request by Shorty's Casual Cuisine for approval of a Conditional Use Permit to construct a permanent Outdoor Patio at 554 West Central Avenue on approximately 1.1 acres zoned B-3 (Community Business District).

Anticipated Process

- a. Staff Presentation

Mr. Schultz reviewed the past approval for a temporary outdoor patio with no formal complaints received from the public.

- b. Applicant Presentation

APPLICANT:

John Cordas
554 Central Avenue
Delaware, Ohio

Thom Ibinson
554 Central Avenue
Delaware, Ohio

- c. Public comment (public hearing)

There was no public comment.

- d. Commission Action

Motion: Mr. Prall moved to approve 2017-0407, along with all staff conditions and recommendations, seconded by Councilman Hellinger. Motion approved by 6-0 vote.

C. River Street Business Park

- (1) 2017-0408: A request by Tim Colatruglio for approval of a Rezoning Amendment from B-3 (Community Business District) and R-4 (Medium Density Residential District) to B-3 and R-4 PMU (Planned Mixed Use Overlay District) for River Street Business Park on thirteen properties encompassing approximately 2.594 acres located at 45 River Street.
- (2) 2017-0411: A request by Tim Colatruglio for approval of a Conditional Use Permit allowing the placement of a PMU (Planned Mixed Use Overlay District) for River Street Business Park on thirteen properties encompassing approximately 2.594 acres located at 45 River Street.
- (3) 2017-0410: A request by Tim Colatruglio for approval of a Preliminary Development Plan for River Street Business Park on thirteen properties encompassing approximately 2.594 acres located at 45 River Street.

Anticipated Process

- a. Staff Presentation

Mr. Schultz reviewed the Zoning Map and the Comprehensive Land Use Plan. A discussion was held on the utilities in reference to the alley. Mr. Schultz provided information on the landscape plan and buffer.

- b. Applicant Presentation

APPLICANT:

Mike Williamson
107 East Broad Street, Suite 203
Columbus, Ohio 43215

Tim Colatruglio
3630 Curve Road
Delaware, Ohio 43015

- c. Public comment (public hearing)

PUBLIC PARTICIPATION:

Dustin Bowerstock

172 East William Street
Delaware, Ohio 43015

Mr. Bowerstock voiced a concern regarding extra traffic on River Street and noise restriction.

Paul Ray
1564 East William Street
Delaware, Ohio 43015

Mr. Ray voiced a concern over electric through the alley and potential satellite signal interruption.

Amanda Stow-Ray
154 East William Street
Delaware, Ohio 43015

Ms. Stow-Ray stated that she had concerns over satellite interruption, as her satellite is not attached to the house.

Mr. Colatruglio addressed concerns related to the alley and plans for pine tree landscape buffer at rear alley. A discussion was held on the maximum height requirements for buildings and the planned height of the proposed building. A discussion was held on noise restrictions.

d. Commission Action

Motion: Mr. Halter moved to approve 2017-0408, along with all staff conditions and recommendations, seconded by Mr. Badger. Motion approved by a 6-0 vote.

Motion: Mr. Halter moved to approve 2017-0411, along with all staff conditions and recommendations, seconded by Mr. Badger. Motion approved by a 6-0 vote.

Motion: Mr. Halter moved to approve 2017-0410, along with all staff conditions and recommendations, seconded by Mr. Badger. Motion approved by a 6-0 vote.

D. 2017-0422: A request by Maronda Homes for approval of a Final Subdivision Plat for Curtis Farms Phase 4 encompassing 7.411 acres which consists of 33 single family lots zoned R-4 (Medium Density Residential District) and located on Delaware Drive.

Anticipated Process

a. Staff Presentation

Mr. Schultz reviewed the Final Subdivision Plat Plan, the proposed bike path, and Tree Preservation Plan. A discussion was held on the number of lots in the

plan.

b. Applicant Presentation

APPLICANT:

Chad Buckley
250 Old Wilson Bridge Road, suite 250
Worthington, Ohio

Councilman Hellinger voiced a concern regarding potential congested on-street parking. Mr. Buckley provided information on the plans for each house to have a two car garage.

c. Public comment (not a public hearing)

There was no public participation.

d. Commission Action

Motion: Mr. Prall moved to approve 2017-0422, along with all staff conditions and recommendations, seconded by Mr. Mantzoros. Motion approved by a 6-0 vote.

ITEM 4. PLANNING DIRECTOR'S REPORT

Mr. Efland provided information on the Ohio Planning Conference for May 19, 2017.

Mr. Efland discussed concerns voiced by the B.I.A. in regards to the Tree Preservation Code.

ITEM 5. COMMISSION MEMBER COMMENTS AND DISCUSSION

Mr. Prall requested information on the timeline for the round-a-bout for Cheshire Road. Mr. Weber provided the plans for the completion of the project.

Mr. Halter voiced a need for lighting over the bike path on Houk Road.

Mr. Halter voiced his recommendation that the city consider renaming future streets after veterans.

Councilman Hellinger requested information on the proposed opening date for Speedway. Mr. Weber discussed the upcoming roadway improvements that are needed.

ITEM 6. NEXT REGULAR MEETING: April 5, 2017

ITEM 7. ADJOURNMENT:

Motion: Chairman Simpson moved for the March 1, 2017 Planning Commission meeting to adjourn. The meeting adjourned at 8:53 p.m.

Stacy Simpson, Chairperson

Elaine McCloskey, Clerk



PLANNING COMMISSION / STAFF REPORT

CASE NUMBER: 2017-0689, 0691-0692

REQUEST: Multiple Requests

PROJECT: Coughlin's Crossing

MEETING DATE: May 3, 2017

APPLICANT/OWNER

Delaware Development Plan LTD
P.O. Box 991
Pataskala, Ohio 43062

REQUEST

2017-0689: A request by Delaware Development Plan LTD for approval of a Final Development Plan for Coughlin's Crossing Phase 1 (infrastructure) encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) and located east of US 23, west of Stratford Road and north of Meeker Way.

2017-0691: A request by Delaware Development Plan LTD for approval of a Final Subdivision Plat for Coughlin's Crossing encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) and located east of US 23, west of Stratford Road and north of Meeker Way.

2017-0692: A request by Delaware Development Plan LTD for approval of a Street Vacation of Stratford Drive for Coughlin's Crossing encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) located east of US 23, west of Stratford Road and north of Meeker Way.

PROPERTY LOCATION & DESCRIPTION

The approximate 77 acre site encompasses fifteen parcels located east of US 23, west of Stratford Road, north of Meeker Way and south of Chesrown Chevrolet and Elliot Estates Subdivision. All the parcels are in the City after the recently approved annexation and are zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District). The zoning to the north is A-1 PMU in the City and FR-1 in the Township, to the south is B-4 PMU (General Business District with a Planned Mixed Use Overlay District) in the City, to the east is FR-1 in the Township and to the west B3 (Community Business District), R-3 (One-Family Residential District) and R-4 (Medium Density Residential District) in the City and FR-1 in the Township.

BACKGROUND/PROPOSAL

In November 2016, the Planning Commission and City Council approved a Rezoning Amendment, Conditional Use Permit, an Amendment to the Comprehensive Plan, Preliminary Development Plan and Preliminary Subdivision Plat for the proposed mixed use development.

Now the applicant is proposing a Final Development Plan for Phase 1 (infrastructure), a Final Subdivision Plat and Street Vacation to subdivide the site and initiate construction for the subject development. The subject site would be subdivided from the existing fifteen parcels to eight developable lots and four reserve areas while vacating Stratford Drive which provides access to the Stratford View Subdivision that is accessed from US 23. The Final Development Plan Phase I (infrastructure) would allow the construction of the public spine road, main trunk utilities including storm water basins, the bike path and the northern landscape buffer adjacent to Elliot Subdivision.

STAFF ANALYSIS

- **ZONING:** As mentioned above, the subject site is zoned A-1 PMU with approved development text and an approved Preliminary Development Plan that would allow the proposed uses and site layout. The Final Development for Phase 1 (infrastructure), Final Subdivision Plat and Street Vacation would have to be approved by the Planning Commission and City Council.
- **GENERAL ENGINEERING:** The Applicant needs to obtain engineering approvals, including any storm water and utility issues that need to be worked out through the Engineering and Utilities Departments. All comments regarding the layout and details of the project are preliminary and subject to modification or change based on the final technical review by the Engineering Department once a complete plan set is submitted for review for each subject phase prior to Final Development Plan approval.

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- **UTILITIES:** Any new or existing utilities to be constructed and/or extended within the development shall comply with the City minimum requirements or as approved by the City Director of Utilities. Specifically, the proposed public sanitary main running north and south across the site needs to be upsized to serve its full tributary area shall be extended to the north property line of the development. The engineering drawings for such improvements shall accompany the submittal of the Final Development Plans for each subject phase.
 - **STREET VACATION:** Stratford Drive which accesses US 23 along the northern portion of the site and serves eight lots in the Stratford View Subdivision and two large lots to the north was recently annexed into the City (ordinance 17-08) and now the developer is requesting Stratford Drive to be vacated. The existing houses and appurtenances in the subdivision would be razed for the subject development. Because the subject property owner purchased this entire subdivision and the property adjacent to the subdivision, there are not any adjacent residents to the street right-of-way and the entire street right-of-way would be vacated and deeded over to the subject developer per City Code.
 - **SUBDIVISION OF LOTS:** The subject development would be re-subdivided into eight developable lots and four reserve areas (from the existing 15 lots) with a public road extending from Meeker Way north to US 23 per the approved Preliminary Development Plan. There would be two access points for the aforementioned public spine road on US 23. The developable lots would range from 2.69 to 11.47 acres. All the developable lots would have frontage on US 23, Stratford Road and/or the new public road and would meet the minimum bulk requirements of the approved development text. The four reserve areas would range from 0.552 to 3.66 acres with three of the four reserve areas having detention basins. Reserve A (3.59 acres), which is a detention basin and tree preserve, would be located on US 23 just south the southernmost access point (Hawthorn Boulevard) into the development. Reserve B (3.66 acres) is located along Stratford Road just north of the northernmost access point into the development and is primarily a tree preserve with a small detention basin along Stratford Road. Reserve C (2.21 acres) is located at the northwest corner of Meeker Way and Stratford Road and is a detention basin while Reserve D (0.552 acres) is located just south of Meeker Way along Stratford Road and is a remnant piece of land from the Meeker Way road project in 2016. Reserve D shall be identified as a preservation area like the other reserves. Per the approved development text, lots 1, 2 and 5 could be further subdivided utilizing the minor subdivision process if the subject lots meet the minimum bulk requirements. Also, a note shall be placed on the Final Subdivision Plat to include language that an access easement through lot 1 to the Chesrown Property to the north to give access to the public spine road and ultimately US 23 shall be delineated, executed and recorded. The actual alignment and location of the aforementioned access road shall be included in the Final Development Plan of lot 1 or before and the applicant shall ensure Chesrown's concurrence with such easement and its alignment prior to submitting any Final Development Plan for lot 1.
 - **STREAM PRESERVATION** The Final Subdivision Plat identifies conservation easements along the two creeks that bisect the site along the northern and southwestern portion of the site respectively. All State and local rules and regulations regarding the regulation of water courses within the site shall apply as they are in effect at the time of permitting.
 - **ROADS AND ACCESS:** ODOT, the City and County have approved the traffic impact study and the developer shall be responsible for any improvements and/or financial obligations of the subject mixed use development would have in the area. In Phase 1 (infrastructure), the developer is proposing to construct the public spine road from Meeker Way to US 23 where there would be two access points. The northern most access point would be at the current Wendy's traffic signal and a second access point would be at a proposed traffic signal at Hawthorn Boulevard. A roundabout would be located just east of the Hawthorn Boulevard traffic signal and would stub east into lots 6 and 7 (lot 6 is the location of the primary and lot 7 is the location of the secondary signature commercial buildings for the development). The public spine road has access points stubbed into the adjacent lots per the approved Preliminary Development Plan while the remainder of the private roads would be constructed as each lot is developed with an approved Final Development Plan.
 - **PEDESTRIAN CONNECTIVITY:** In Phase 1 (infrastructure), the developer is constructing the bike path from their property line just south of Meeker Way along Stratford Way to the northern property line of the development just south of Elliot Estates Subdivision and then it would extend west just south of the proposed undulating mound to lot 1 and then would extend south on the eastside of the spine road to just north of the proposed roundabout and then would extend east to US 23 and cross US 23 at the Hawthorn Boulevard traffic signal. In addition, a bike easement shall be required from lot 5 to lot 1 to the Chesrown property to the north

for a future bike path when lots 1 and 5 are developed. The required bike path would likely align with the aforementioned access road from lot 1 to the Chesrown property. On other similar projects, the City indicated it would not want a side walk adjacent to US 23 because of safety reasons. The applicant would be required to provide easements for a sidewalk in the event of a long range future potential connection (if it cannot be accommodated within the existing right-of-way as determined by the City Engineer) while a condition of approval would require a payment in lieu of construction from the Hawthorn Boulevard intersection south to the Meeker Way intersection along US 23 (Reserve A and lot 3 frontage). Because the development is providing a bike path north of Hawthorn Boulevard to their northern property line, a payment in lieu would not be required for lots 1 and 2 as that pedestrian access would be achieved. This method would ensure space for future such connections if desired while allowing for other priority pathway construction to be addressed in accordance with adopted plans. Typically the payment in lieu would be required after Final Development Plan approval of each lot but would be required for the frontage along Reserve A prior to Final Development Plan Phase 1 (infrastructure) construction drawing approval since it is a reserve. The payment in lieu for the Reserve A portion would be \$14,650 (416 linear feet x \$35 per linear foot to construct). Except for along US 23, concrete sidewalks 5 feet in width and achieving compliance with minimum engineering requirements shall be provided on one side of the public spine road to connect components of the overall plan. This will ensure the walkability of the site and provide an overall neighborhood feel. These shall be extended into and throughout the site subareas as they develop to ensure full pedestrian connectivity throughout the development.

- **TREE REMOVAL & REPLACEMENT:** A tree survey has been provided that documents the total number, type, size, and health of trees to be preserved and replaced according to the survey of open land, preserves and sample areas and verified by the City of Delaware. Per the approved development text, the developer has agreed upon a replacement fee of \$407,200 (4,072 caliper inches) or replanting on the site or adjacent sites (above current landscaping requirements) or combination of the aforementioned options which is required upon any individual Final Development Plan approval. To satisfy this deficiency and facilitate administration of these provisions, the applicant shall pay \$100,000 up front or plant 1,000 additional caliper inches of trees as noted above with the approved Final Development Plan Phase 1 (infrastructure). The balance of \$307,200 (or 3,072 caliper inches of qualifying replacement trees) shall be paid (if not planted) on a per acre basis as the site developments. The Preliminary Development Plan identifies 67.95 net developable acres which would require \$4,521 per acre ($\$307,200/\67.95) to be paid as development occurs and as given in the process requirements of this section, the zoning text and other tree replacement permits. The tree replacement schedule and fee requirements shall be documented on the Final Subdivision Plat.
- **LANDSCAPING & SCREENING:** In Phase 1 (infrastructure), the developer is proposing to install street trees along the public spine road, install landscaping along Stratford Road from Meeker Way to Reserve B, install landscaping within Reserves A, B and C and install the mounding and landscaping adjacent to Elliot Estates Subdivision along the northern portion of the development. The street trees, the Stratford Road landscaping and the reserve area landscaping meet or exceed the Landscape Plan in the approved Preliminary Development Plan. However, the northern landscape buffer is 40 feet wide including the bike path but is not consistently 6 foot high (actually it appears most of the mound is less than 6 feet high) as required by the approved development text. The mounding and landscaping shall be required west of the creek adjacent to the residential house but could be constructed when lot 1 is developed because of the topography and unknown site layout for lot 1. The remainder of the landscaping would be required upon development of each lot and approved during the Final Development Plan process of each lot. In addition, stone piers shall be installed at regular intervals along the US 23 frontage of the development to be consistent with the adopted Gateway & Corridor Plan and with other recently approved developments in the corridor and as approved during the Final Development Plan process. Stone piers expected along US 23 can be installed lot by lot basis as developed but shall be installed in Reserve A with this Final Development Plan Phase 1 (infrastructure) approval. Also, a stone monolith shall be installed at the US 23 and Hawthorn Boulevard entrance into the development per the adopted Gateways and Corridor Plan. Furthermore, the roundabout should have landscaping and/or a monument installed within the interior grass area for aesthetic and safety purposes. The Shade Tree Commission would have to approve all landscape plans.
- **LIGHTING:** The applicant submitted a lighting plan for the public spine road that achieves compliance with the zoning code and development text and has been approved by the Chief Building Official.

- **FUTURE PHASING:** As mentioned throughout the report, the intent of Phase 1 (infrastructure) is to allow the developer to construct the public spine road, install main trunk utilities including storm water basins, install the bike path, install the northern landscape buffer adjacent to Elliot Subdivision and install landscaping along the public street and Stratford Road and within the reserve areas. Any other construction and required site improvements, requirements and amenities per the approved development text would require Final Development Plan approval on a lot by lot and/or building by building basis depending on the future build out of the development.

STAFF RECOMMENDATION (2017-0689 – FINAL DEVELOPMENT PLAN – PHASE 1 INFRASTRUCTURE)

Staff recommends approval of a request by Delaware Development Plan LTD for a Final Development Plan for Coughlin's Crossing Phase 1 (infrastructure) encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) and located east of US 23, west of Stratford Road and north of Meeker Way, with following conditions that:

1. The applicant needs to obtain engineering approvals, including any storm water and utility issues that need to be worked out through the Engineering and Utilities Departments. All comments regarding the layout and details of the project are preliminary and subject to modification or change based on the final technical review by the Engineering Department.
2. Any new or existing utilities to be constructed and/or extended within the development shall comply with the City minimum requirements and as approved by the City Director of Utilities. The proposed public sanitary main running north and south across the site needs to be upsized to serve its full tributary area shall be extended to the north property line of the development All utilities shall be underground except for the street and parking lot light poles.
3. All ponds shall include fountains, bubblers and/or aerators to prevent stagnant water.
4. All State and local rules and regulations regarding the regulation of water courses within the site shall apply as they are in effect at the time of permitting.
5. The applicant shall be responsible for any roadway improvements and/or financial obligations of the traffic impact study approval per ODOT, City Engineer and County Engineer.
6. An access easement through lot 1 to the Chesrown Property to the north to give access to the spine road and ultimately US 23 shall be delineated, executed and recorded at the County concurrent with or prior to development of the Final Development Plan for lot 1 or before. The applicant shall ensure Chesrown's concurrence with such easement and its alignment prior to submission. A note on the Final Subdivision Plat shall document the subject easement requirement.
7. A pedestrian path/bike path easement shall be required from lot 5 to lot 1 to the Chesrown property to the north for a future bike path when lots 1 and 5 are developed. A note on the Final Subdivision Plat shall document the subject easement requirement.
8. The applicant shall be required to provide easements for a sidewalk (if it cannot be accommodated within the existing right-of-way as determined by the City Engineer) along US 23 from Hawthorn Boulevard south to Meeker Way. A payment in lieu of construction of \$14,560 (416 linear feet x \$35 per linear foot to construct) per the City Engineer shall be required along Reserve A prior to approval of the engineering plans for Phase 1 (infrastructure).
9. Except for along US 23, concrete sidewalks shall be 5 feet in width, achieve compliance with minimum engineering requirements and shall be provided on one side of the public spine road.
10. The developer shall install street trees along the public spine road, install landscaping along Stratford Road from Meeker Way to Reserve B, install landscaping around Reserves A, B and C and install the mounding and landscaping adjacent to Elliot Estates Subdivision along the northern portion of the development in Phase 1 (infrastructure) per the landscape plan.
11. The northern mounding and landscape buffer shall be 40 feet wide including the bike path and the mound shall be consistently 6 foot high as required by the approved development text.
12. Stone piers shall be installed at regular intervals along the US 23 frontage of the development to be consistent with the adopted Gateways and Corridor Plan. Stone piers expected along US 23 can be

installed lot by lot basis as developed but shall be installed in Reserve A with this Final Development Plan Phase 1 (infrastructure) approval

13. A stone monolith shall be installed at the US 23 and Hawthorn Boulevard entrance into the development per the adopted Gateways and Corridor Plan.
14. The roundabout shall have landscaping and/or a monument installed within the interior grass area for aesthetic and safety purposes.
15. The lot just south of Meeker Way along Stratford Road shall be documented as Reserve D.
16. According to the tree replacement schedule, the applicant shall pay \$100,000 or plant 1,000 caliper inches of trees prior to approval of engineering drawings for Phase 1 (infrastructure).
17. The tree replacement schedule and fee requirements shall be documented on the Final Subdivision Plat
18. Any landscape plans shall be reviewed and approved by the Shade Tree Commission.
19. Any lighting plan shall be reviewed and approved by the Chief Building Official and shall be consistent with the zoning code and approved development text.

STAFF RECOMMENDATION (2017-0691 – FINAL SUBDIVISION PLAT)

Staff recommends approval of a request by Delaware Development Plan LTD for a Final Subdivision Plat for Coughlin's Crossing encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) and located east of US 23, west of Stratford Road and north of Meeker Way, with the following conditions that:

1. The applicant needs to obtain engineering approvals, including any storm water and utility issues that need to be worked out through the Engineering and Utilities Departments. All comments regarding the layout and details of the project are preliminary and subject to modification or change based on the final technical review by the Engineering Department.
2. Any new or existing utilities to be constructed and/or extended within the development shall comply with the City minimum requirements and as approved by the City Director of Utilities. All utilities shall be underground except for street and parking lot light poles.
3. An access easement through lot 1 to the Chesrown Property to the north to give access to the spine road and ultimately US 23 shall be delineated, executed and recorded at the County concurrent with or prior to development of the Final Development Plan for lot 1 or before. The applicant shall ensure Chesrown's concurrence with such easement and its alignment prior to submission. A note on the Final Subdivision Plat shall document the subject easement requirement.
4. A pedestrian path/bike path easement shall be required from lot 5 to lot 1 to the Chesrown property to the north for a future bike path when lots 1 and 5 are developed. A note on the Final Subdivision Plat shall document the subject easement requirement.
5. The tree replacement schedule and fee requirements shall be documented on the Final Subdivision Plat.
6. After the Final Subdivision Plat is approved and recorded, administrative staff level minor lot splits and lot line adjustments may be allowed thereafter so long as the request is consistent with the approved development text and then current zoning regulations. These will be processed pursuant to the minor modifications of the approved development text.

STAFF RECOMMENDATION (2017-0692 – STREET VACATION)

Staff recommends approval of a request by Delaware Development Plan LTD for a Street Vacation of Stratford Drive for Coughlin's Crossing encompassing approximately 77.102 acres zoned A-1 PMU (Agricultural District with a Planned Mixed Use Overlay District) located east of US 23, west of Stratford Road and north of Meeker Way, with the following condition that:

1. The applicant shall contact OUPS to determine if any private utilities are located in the vacated alley right-of-way and shall be responsible for any relocations or easements requested by these utilities (if existing).

COMMISSION NOTES:

MOTION: _____ *1st* _____ *2nd* *approved* *denied* *tabled* _____

CONDITIONS/MISCELLANEOUS:

FILE:
ORIGINAL: 04/26/17
REVISED:



April 5, 2017

Coughlin's Crossing
Phase 1, Final Development Plan
Delaware Development, Ltd.
Delaware, Ohio
Project No. D2910002

Delaware Development, Ltd. is planning a mixed use development for the area north of the new Meeker Way, east of US23, west of Stratford Road, and south of Chesrown Chevrolet. The site improvements will include new mixed retail, office space and residential uses with associated parking, greenspace, and circulation drives. The project received Preliminary Development Plan approval in November 2016 and this submittal is the subsequent Final Development Plan submittal for Phase 1. The following narrative describes what is included in the Phase 1 area as well as the overall intent of the Phase 1 Development.

Phase 1 consist of the construction of the Spine Road and two US23 connector roads and the associated storm sewers. It also includes the stormwater management for the vast majority of the site, with the only exclusion being Lot #5, the North Multi-Family/Residential Part or Subarea 1 and Lot #3, the southwest parcel of Subarea 5. These parcels were excluded from the overall master drainage due to their locations in relation to streams and the natural separation from the rest of the site.

As a request of the Commission and Staff, it is intended that a shared use / bike path be installed with Phase 1 as well as necessary screening along the northern property line. These elements have been included in the Phase 1 plans.

The overall intent of the Phase 1 plan is to create the necessary subarea lots and to make the lots pad ready for the commercial sale of these lots. It is our understanding that any lots to be split / developed in the future will be required to obtain Final Development Plan approval at the time of the development. The project will include a very large earthwork effort and it is best for the development to do this all in one stage. Therefore, to make the lots pad ready, a mass/rough grading plan is included with the Phase 1 Development plan.

Water and sewer extensions are included to provide the necessary services to the lots. Individual service laterals have not been established at this time, but rather mainline access to manholes and/or stubs to allow flexibility in building location within the lots.

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MATTHEW F. KEAR

(740) 363-9232
FAX (740) 363-0146

March 29, 2017

David M. Efland
City Planner
City of Delaware
1 S. Sandusky Street
Delaware, OH 43015

Per Email and Hardcopy

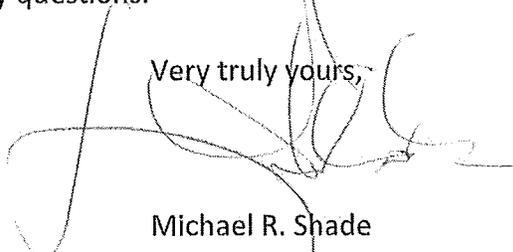
Re: Delaware Development Plan, Ltd.
(Coughlin Crossing)
Zoning Change

Dear Dave:

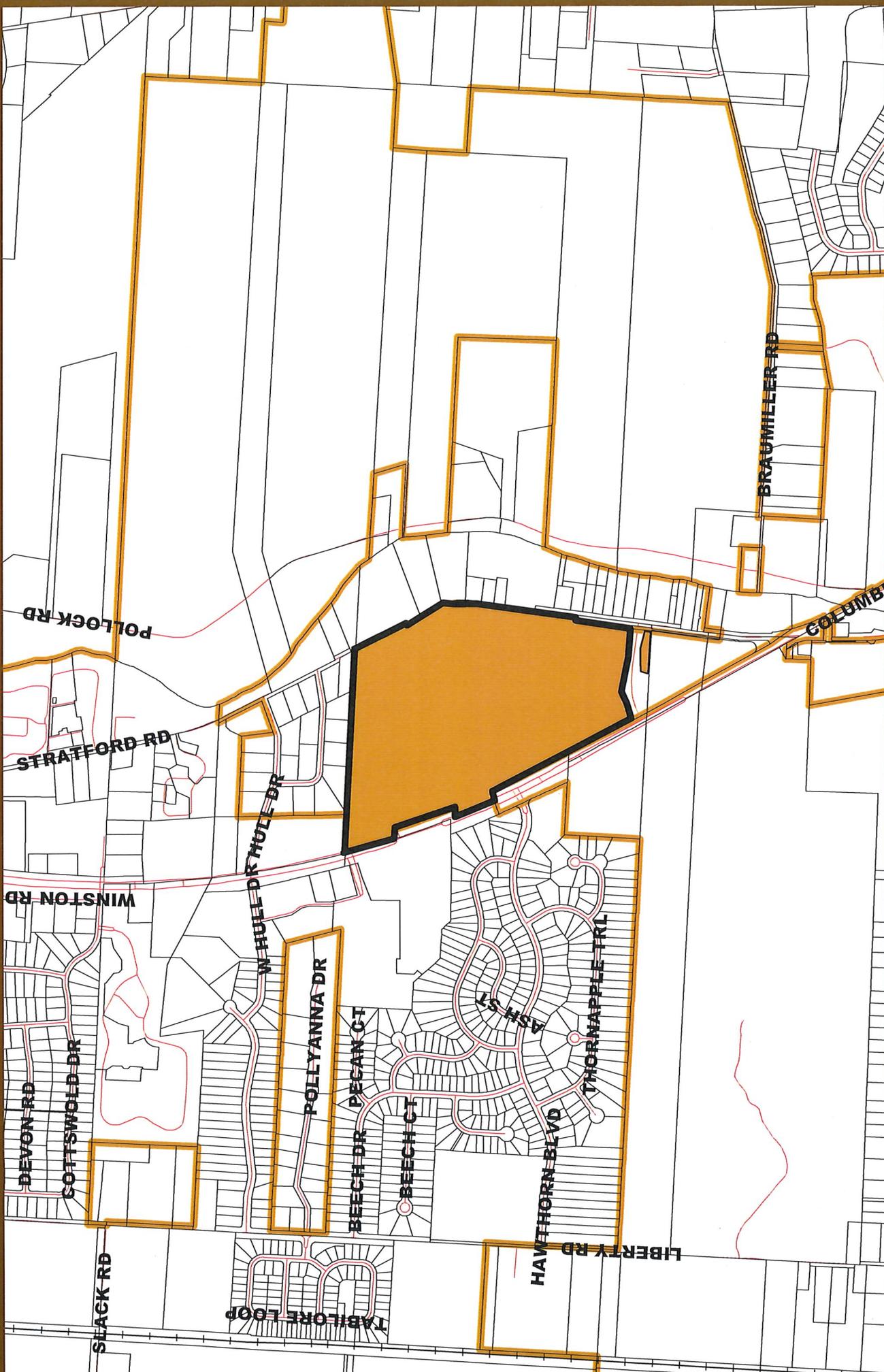
The two annexations for Coughlin Crossing were approved on February 27, 2017. The required 30-day referendum period has now passed. Per Preliminary Development Plan and Text, please extend the PMU Zoning to the additional annexed property.

Please call if you have any questions.

Very truly yours,

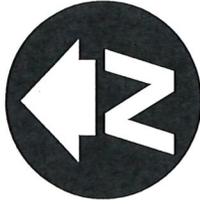
A handwritten signature in black ink, appearing to read "Michael R. Shade", is written over the typed name and title.

Michael R. Shade
Attorney at Law



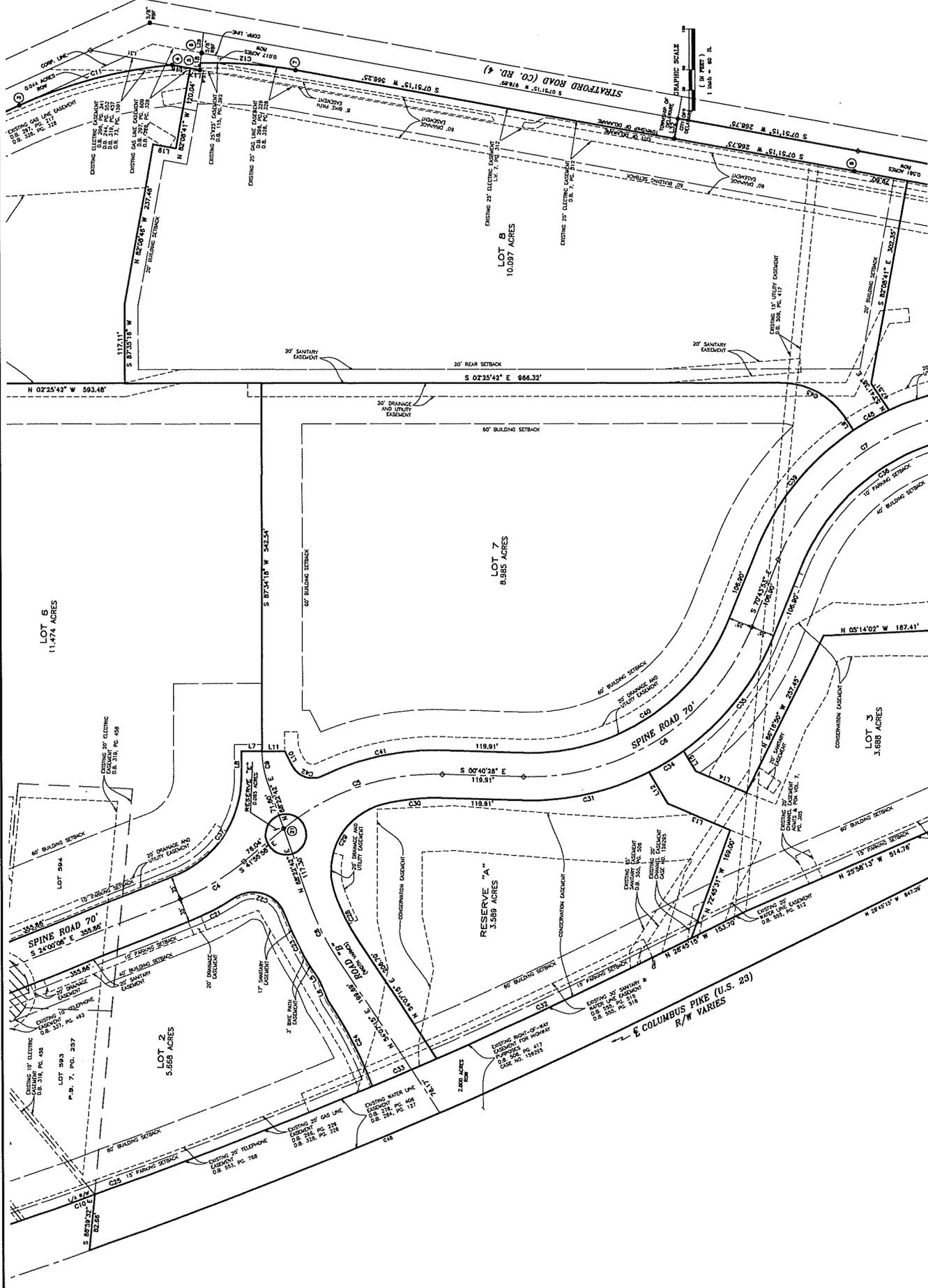
2017-0689, 0691-0692
 Final Development Plan Phase 1, Final Subdivision Plat & Street Vacation
 Coughlin's Crossing
 Location Map

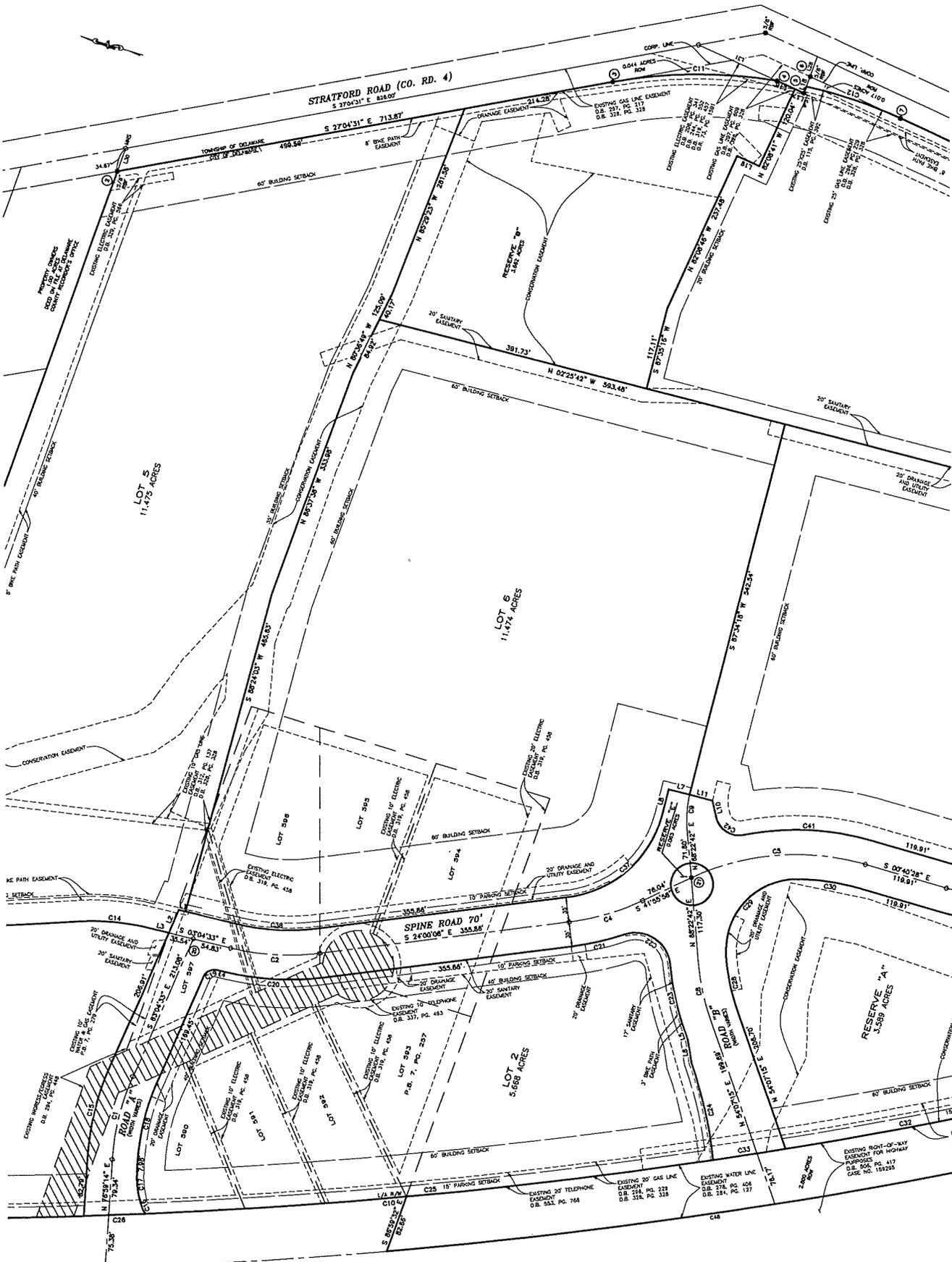




2017-0689, 0691-0692
 Final Development Plan Phase 1, Final Subdivision Plat & Street Vacation
 Coughlin's Crossing
 Aerial (2016)







FINAL DEVELOPMENT PLANS FOR COUGHLIN'S CROSSING

FARM LOT 14, SECTION 1, TOWNSHIP 4, RANGE 19
CITY OF DELAWARE, TOWNSHIP OF DELAWARE,
COUNTY OF DELAWARE, STATE OF OHIO
APRIL 2017

BENCH MARKS
ALL BENCHMARKS AND ELEVATIONS SHOWN UPON THIS PLAN ARE BASED ON THE (NAD 83) NORTH AMERICAN VERTICAL DATUM OF 1988 (U.S. SURVEY FEET).

B.M. #1 IS THE NORTH BOLT ON THE TOP FLANGE OF A FIRE HYDRANT LOCATED ON THE EAST SIDE OF COLUMBUS PKE (U.S. 23) 627.5 ± SOUTH OF THE SOUTHWESTERLY CORNER OF LOT 582 OF STRATFORD VILLAGE SUBDIVISION. ELEV. = 854.33

B.M. #2 IS THE TOP RM OF A SANITARY MANHOLE LOCATED ON THE WEST SIDE BEING THE TOP RM OF A SANITARY MANHOLE LOCATED ON THE WEST SIDE OF STRATFORD ROAD (C.R. 4), 97.5 ± SOUTH OF SOUTHERLY MOST PROPERTY LINE, 27.0 ± WEST OF THE WESTERLY EDGE OF PAVEMENT LINE OF SAID STRATFORD ROAD. ELEV. = 854.33

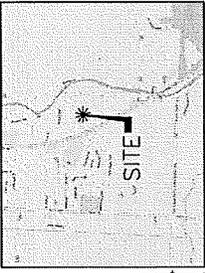
B.M. #3 IS THE TOP RM OF A SANITARY MANHOLE LOCATED ON THE WEST SIDE OF STRATFORD ROAD (C.R. 4), 97.5 ± SOUTH OF SOUTHERLY MOST PROPERTY LINE, 27.0 ± WEST OF THE WESTERLY EDGE OF PAVEMENT LINE OF SAID STRATFORD ROAD. ELEV. = 847.74

BASES OF BENCHMARKS:
THE BENCHMARKS SHOWN HEREON ARE BASED ON THE OHIO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD 83 DATUM (2011), TAKEN FROM GPS OBSERVATION.

SITE DATA	
SURVEY SITE AREA:	79.79 AC
UNPAVED R/W (STRATFORD DR.)	0.82 AC
TOTAL SITE AREA:	80.61 AC
- EX R/W (MEEKER WAY)	2.96 AC
- EX R/W TO BE DEDICATED (US23)	2.96 AC
- EX R/W TO BE DEDICATED (STRATFORD RD)	1.86 AC
- ADD. R/W TO BE DEDICATED (STRATFORD RD)	1.34 AC
TOTAL R/W TO BE DEDICATED:	5.12 AC
ON-SITE R/W (TO BE DEDICATED)	4.08 AC
TOTAL DEVELOPMENT SITE AREA:	85.25 AC

UTILITY CONTACTS

AMERICAN ELECTRIC POWER	850 TECH CENTER DRIVE CHAMANA, OH 43220	TELEPHONE (800) 672-2231
COLUMBIA GAS	355 JOHNNY APPLESEED CT COLUMBUS, OH 43231	(800) 344-4077 24-HOUR CONTACT
AT&T	8601 COLUMBUS PKE COLUMBUS, OH 43035	(740) 549-4546
TIME WARNER CABLE	158 JOHNSON DRIVE DELAWARE, OH 43015	(844) 316-8554
DEL-CO WATER COMPANY	6773 DEWANEY RIVER ROAD DELAWARE, OH 43015	(740) 548-7748
SANITARY	50 CHANNING ST. DELAWARE, OH 43015	(740) 833-2240
STORM SEWER	50 CHANNING ST. DELAWARE, OH 43015	(740) 833-2434
DELAWARE COUNTY ENGINEER		



VICINITY MAP
NOT TO SCALE

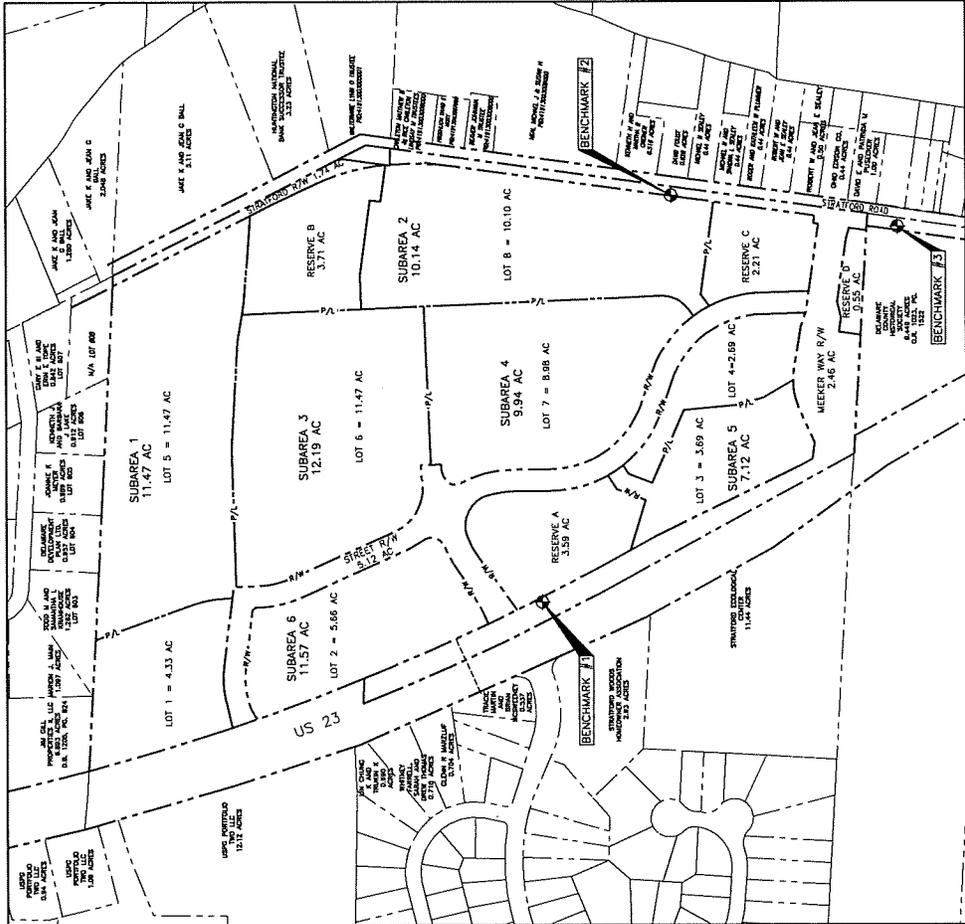
DEVELOPER
DELAWARE DEVELOPMENT, LTD
1180 DEAN ROAD, SUITE 300
COLUMBUS, OHIO 43215
CONTACT: CONNIE ALEMA
EMAIL: CALEMA@DELDEVELOPMENT.COM

ENGINEER

THE MANNIK & SMITH GROUP, INC.
1180 DEAN ROAD, SUITE 300
COLUMBUS, OHIO 43215
CONTACT: RANDY L. WATLUBURG, P.E.
EMAIL: RWATLUB@MANNIKSMITHGROUP.COM

SHEET INDEX

TITLE SHEET	0000
FINAL DEVELOPMENT PLAN	C100-103
PRESERVATION/OPEN SPACE PLAN	C200-203
LANDSCAPE PLAN	C400-403
LANDSCAPE PLAN	C500-503
LIGHTING PLAN	SET10-SET1



INDEX MAP
SCALE: 1"=200'

NO.	DATE	REVISION

1100 BUCKINGHAM BLVD SUITE 200
 COLUMBUS, OH 43215
 TEL: 614-411-2222

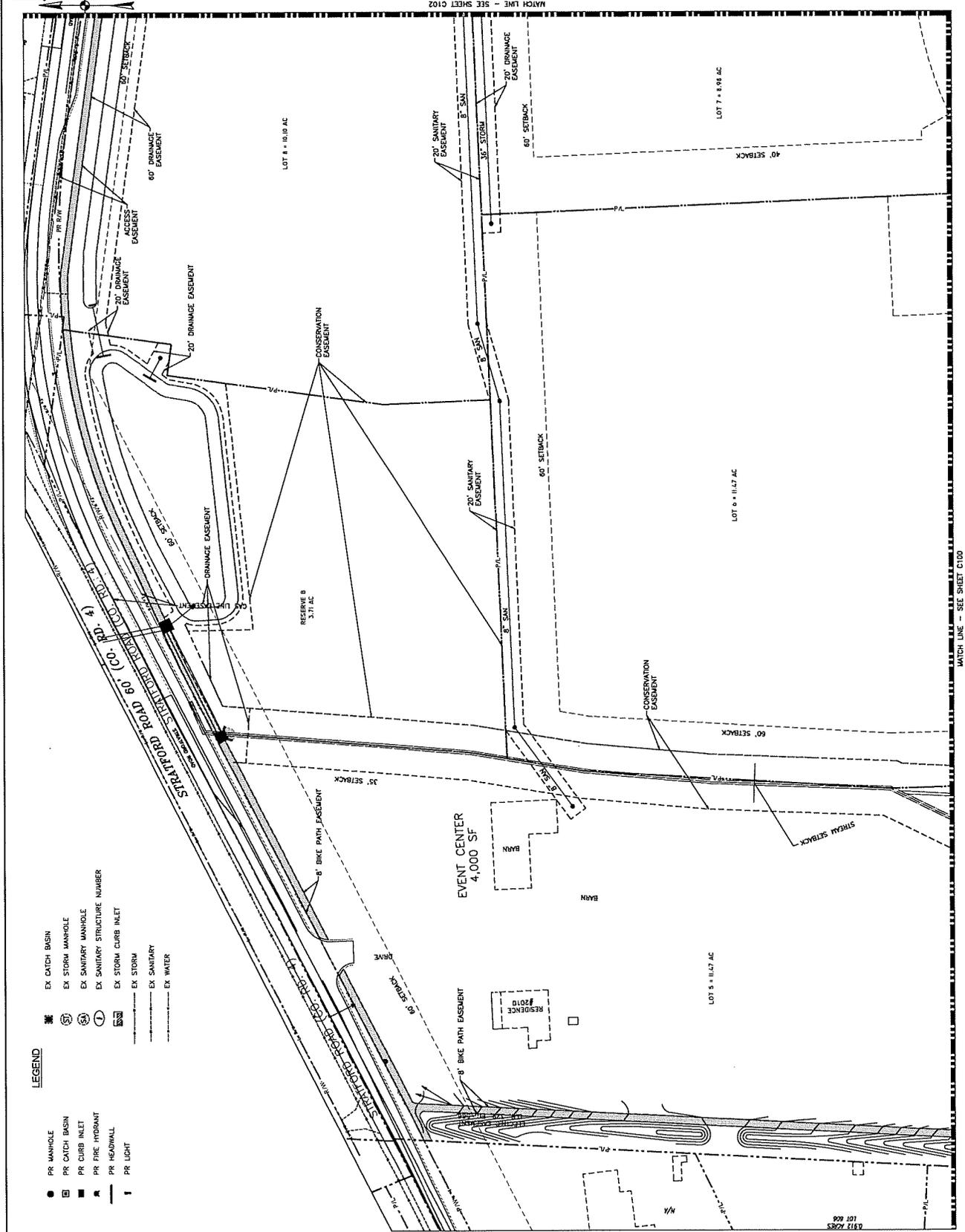
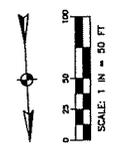
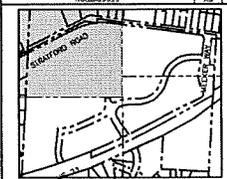


DELAWARE
 DEVELOPMENT PLAN
 LTD

COUGHLIN'S CROSSING
 DELAWARE, OH 43015
 DELAWARE, OHIO

FINAL
 DEVELOPMENT
 PLAN

C101



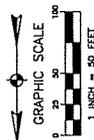
- LEGEND**
- PR MANHOLE
 - PR CATCH BASIN
 - PR CURB INLET
 - PR FIRE HYDRANT
 - PR HEADWALL
 - PR LIGHT
 - EX CATCH BASIN
 - EX STORM MANHOLE
 - EX SANITARY MANHOLE
 - EX SANITARY STRUCTURE NUMBER
 - EX STORM CURB INLET
 - EX STORM
 - EX SANITARY
 - EX WATER
 - 8' BIKE PATH EASEMENT
 - 20' DRAINAGE EASEMENT
 - 60' SETBACK
 - 35' SETBACK
 - 6' BIKE PATH EASEMENT
 - 20' SANITARY EASEMENT
 - 35' SETBACK
 - 60' SETBACK
 - CONSERVATION EASEMENT
 - EVENT CENTER 4,000 SF
 - BARN
 - RESIDENCE #2010
 - LOT 5 = 11.07 AC
 - LOT 6 = 11.47 AC
 - LOT 7 = 8.98 AC
 - LOT 8 = 10.18 AC
 - LOT 9 = 11.47 AC
 - LOT 10 = 11.47 AC
 - LOT 11 = 11.47 AC
 - LOT 12 = 11.47 AC
 - LOT 13 = 11.47 AC
 - LOT 14 = 11.47 AC
 - LOT 15 = 11.47 AC
 - LOT 16 = 11.47 AC
 - LOT 17 = 11.47 AC
 - LOT 18 = 11.47 AC
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 - LOT 41 = 11.47 AC
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 - LOT 91 = 11.47 AC
 - LOT 92 = 11.47 AC
 - LOT 93 = 11.47 AC
 - LOT 94 = 11.47 AC
 - LOT 95 = 11.47 AC
 - LOT 96 = 11.47 AC
 - LOT 97 = 11.47 AC
 - LOT 98 = 11.47 AC
 - LOT 99 = 11.47 AC
 - LOT 100 = 11.47 AC

MATCH LINE - SEE SHEET C100

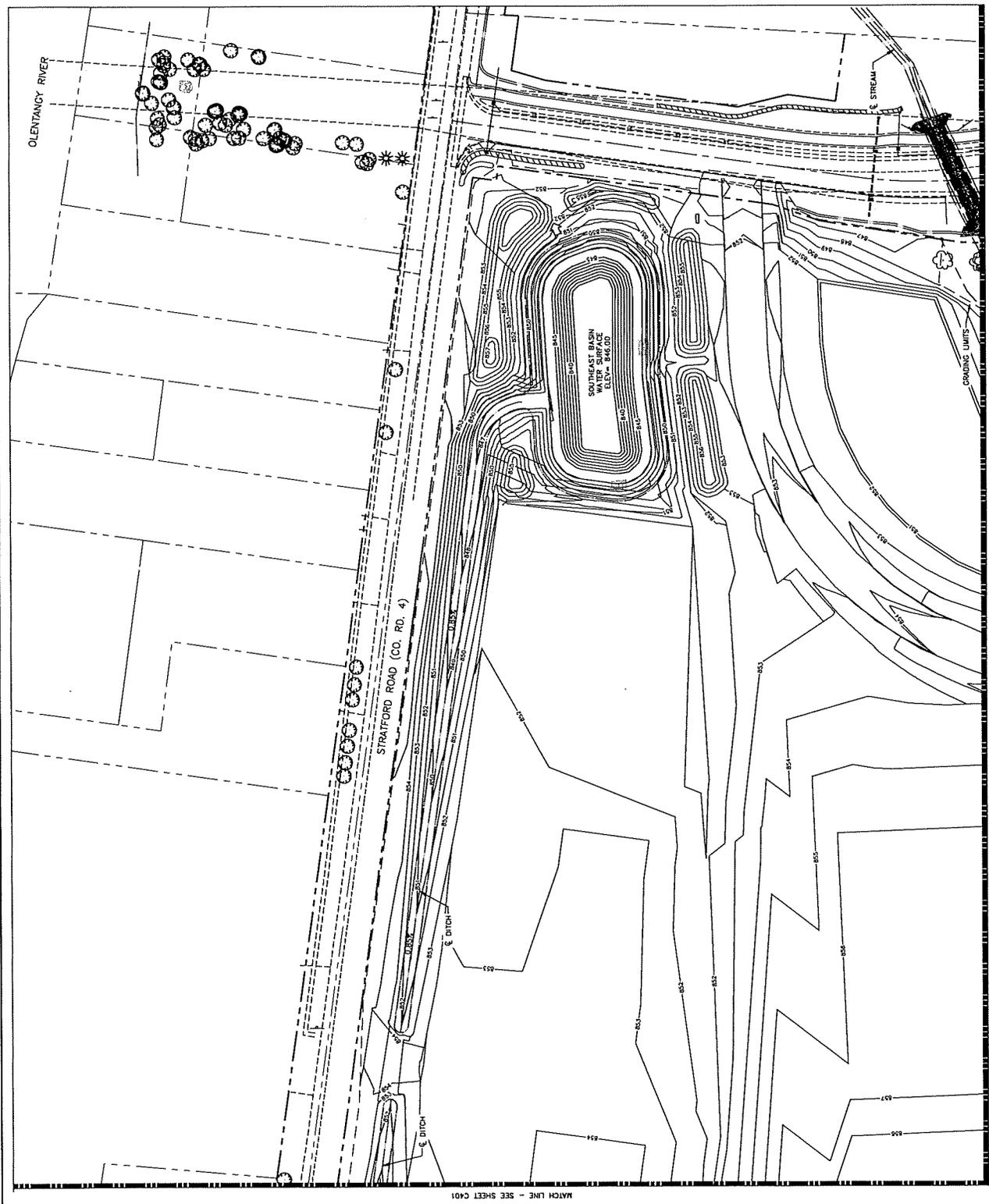
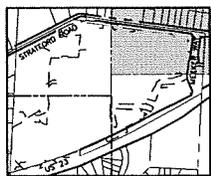
MATCH LINE - SEE SHEET C102

PLANNING & DESIGN SERVICES, INC. 1100 BUCKINGHAM BLVD SUITE 200 COLUMBUS, OH 43215 TEL: 614-411-2222

NO.	DATE	BY	DESCRIPTION



- LEGEND**
- EXISTING SANITARY MANHOLE
 - PROPOSED STORM STRUCTURE NUMBER
 - FLOW ARROW
 - ⬆ PROP. MAJOR FLOOD ROUTING (GREATER THAN 100-YR EVENT)
 - 967.84' PROPOSED SPOT ELEVATION
 - 720 EX CONTOUR
 - 770 EX CONTOUR



MATCH LINE - SEE SHEET C-401

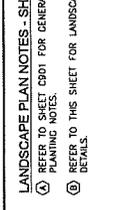
MATCH LINE - SEE SHEET C-403

THIS PLAN IS A DEVELOPMENT PLAN. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

LANDSCAPE PLAN NOTES - SHEETS C900-C903
 (A) REFER TO SHEET C901 FOR GENERAL PLANNING NOTES.
 (B) REFER TO THIS SHEET FOR LANDSCAPE DETAILS.

ABBREVIATIONS
 EX EXISTING
 P/W PLANTING WAY
 P/L PROPERTY LINE
 F/L FINISHED FLOOR

LEGEND
 EXISTING DECIDUOUS TREE
 PROPOSED DECIDUOUS/EVERGREEN SHRUB
 EXISTING EVERGREEN TREE
 PROPOSED DECIDUOUS TREE
 PROPOSED EVERGREEN TREE



PLANT LIST

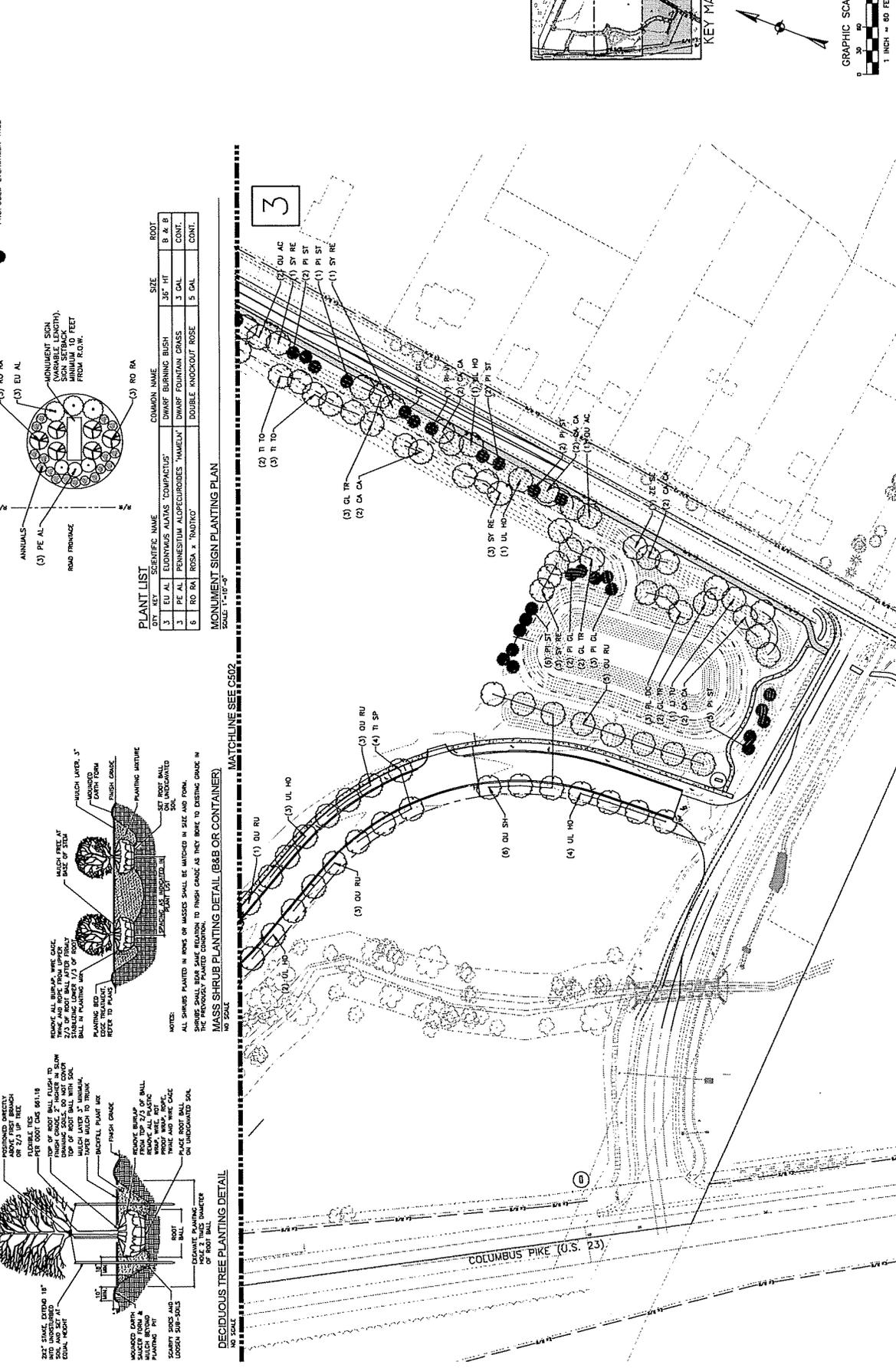
PLANT	REGULATED NAME	COMMON NAME	SIZE	ROOT
1	EU AL	EUONYMUS ALATUS 'COMPACTUS'	36" HT	B & B
2	PE AL	PENSTEMON ALPESICUS 'MAMEL'	3 GAL	CONT.
3	RO RA	ROSA 'T. INDIGO'	5 GAL	CONT.

MONUMENT SIGN PLANTING PLAN
 SCALE: 1"=10'-0"

DECIDUOUS TREE PLANTING DETAIL
 NO SCALE

MASS SHRUB PLANTING DETAIL (B&B OR CONTAINER)
 NO SCALE

SHRUB PLANTING DETAIL
 NO SCALE



MATCHLINE SEE C902

MATCHLINE SEE C901

MATCHLINE SEE C904

MATCHLINE SEE C905

MATCHLINE SEE C906

MATCHLINE SEE C907

MATCHLINE SEE C908

MATCHLINE SEE C909

MATCHLINE SEE C910

MATCHLINE SEE C911

MATCHLINE SEE C912

MATCHLINE SEE C913

MATCHLINE SEE C914

MATCHLINE SEE C915

MATCHLINE SEE C916

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MATCHLINE SEE C993

MATCHLINE SEE C994

MATCHLINE SEE C995

MATCHLINE SEE C996

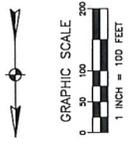
MATCHLINE SEE C997

MATCHLINE SEE C998

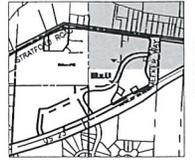
MATCHLINE SEE C999

MATCHLINE SEE C1000

Table with columns: NO, DATE, BY, REVISION



- LEGEND: EXISTING DECIDUOUS TREE REMAINING, EXISTING EVERGREEN TREE REMAINING, EXISTING EVERGREEN TREE BEING REMOVED, EXISTING DECIDUOUS TREE BEING REMOVED, PROPOSED PRESERVATION AREAS, AREAS FOR SAMPLE EXTRAPOLATION, TREE SAMPLE AREAS, ABBREVIATIONS: EX, PR, P/W, P/L



MATCH LINE - SEE SHEET C300

MATCH LINE - SEE SHEET C300

SITE ENGINEERING PLANS FOR COUGHLIN'S CROSSING

FARM LOT 14, SECTION 1, TOWNSHIP 4, RANGE 19 CITY OF DELAWARE, TOWNSHIP OF DELAWARE, COUNTY OF DELAWARE, STATE OF OHIO

APRIL 2017

BENCH MARKS
ALL BENCHMARKS AND ELEVATIONS SHOWN UPON THIS PLAN ARE BASED ON THE (NAD 83) NORTH AMERICAN VERTICAL DATUM OF 1988 (U.S. SURVEY FEET):

B.M. #1
BEING THE NORTH BOLT ON THE TOP RANGE OF A IRON INVERT LOCATED ON THE EAST ROSE OF BEING THE NORTH BOLT ON THE TOP RANGE OF A IRON INVERT LOCATED ON THE SOUTHWESTERLY CORNER OF LOT 503 OF STRATFORD VIEW SUBDIVISION, 31.5' ± EAST OF THE EASTERLY EDGE OF PAVEMENT LINE OF SAID COLUMBUS PKE.
ELEV. = 884.55

B.M. #2
BEING THE TOP RIM OF A SANITARY MANHOLE LOCATED ON THE WEST SIDE OF STRATFORD ROAD (C.R. 4), 97.5' ± SOUTH OF SOUTHERLY MOST PROPERTY LINE, 27.0' ± WEST OF THE WESTERLY EDGE OF PAVEMENT LINE OF SAID STRATFORD ROAD.
ELEV. = 854.33

B.M. #3
BEING THE TOP RIM OF A SANITARY MANHOLE LOCATED ON THE WEST SIDE OF STRATFORD ROAD (C.R. 4), 97.5' ± SOUTH OF SOUTHERLY MOST PROPERTY LINE, 27.0' ± WEST OF THE WESTERLY EDGE OF PAVEMENT LINE OF SAID STRATFORD ROAD.
ELEV. = 847.74

BASIS OF BENCHMARKS:
THE BENCHMARKS SHOWN HEREON ARE BASED ON THE OHIO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NAD 83 DATUM (2011), TAKEN FROM GPS OBSERVATION.

UTILITY CONTACTS

UTILITY	ADDRESS	TELEPHONE
AMERICAN ELECTRIC POWER	850 TECH CENTER DRIVE GAHANNA, OH 43230	(800) 872-2231
COLUMBIA GAS	355 JOHNNY APPELSEED CT COLUMBUS, OH 43231	(800) 344-4077
A1&T	8601 COLUMBUS PKE COLUMBUS, OH 43035	(740) 549-4546
THE WARNER CABLE	156 JOHNSON DRIVE DELAWARE, OH 43015	(844) 316-8554
DEL-CD WATER COMPANY	6773 OLENTANDY RIVER ROAD DELAWARE, OH 43015	(740) 548-7748
SANITARY	50 CHANNING ST. DELAWARE, OH 43015	(740) 833-2240
DELTA COUNTY SEWER	50 CHANNING ST. DELAWARE, OH 43015	(740) 833-2434
DELTA COUNTY ENGINEER		

REVISIONS

NO.	DESCRIPTION OF CHANGE	APPROVAL	DATE

CITY OF DELAWARE STANDARD DRAWINGS

SEWD - 1.0	WTRD - 1.1
SEWD - 2.0	WTRD - 19.3
SEWD - 4.0	WTRD - 4.0
SEWD - 6.0	WTRD - 19.4
SEWD - 7.0	WTRD - 9.0
SEWD - 8.0	WTRD - 11.0
SEWD - 9.0	WTRD - 15.0
SEWD - 10.0	WTRD - 15.0
SEWD - 11.0	
SEWD - 12.0	
SEWD - 13.0	
SEWD - 14.0	
SEWD - 15.1	
SEWD - 16.2	

CITY OF COLUMBUS STANDARD DRAWINGS

AA-516B
DDOT STANDARD CONSTRUCTION DRAWINGS
CB-1-2
WH-1-2

1160 DUBLIN ROAD, SUITE 100
COLUMBUS, OHIO 43240
PHONE: 614-41-4222
EMAIL: WALTER@MANNIKSMITHGROUP.COM

ENGINEER
WALTER B. MANNIK
SMITH GROUP
PROFESSIONAL ENGINEER
STATE OF OHIO
LICENSE NO. 89878

SEAL AND SIGNATURE ON THIS PLAN INDICATES
SITE COMPLIANCE PLAN SHEETS MEET ALL
REQUIRED DEVELOPMENT STANDARDS.

OHIO REGISTERED PROFESSIONAL ENGINEER

4/05/17 DATE



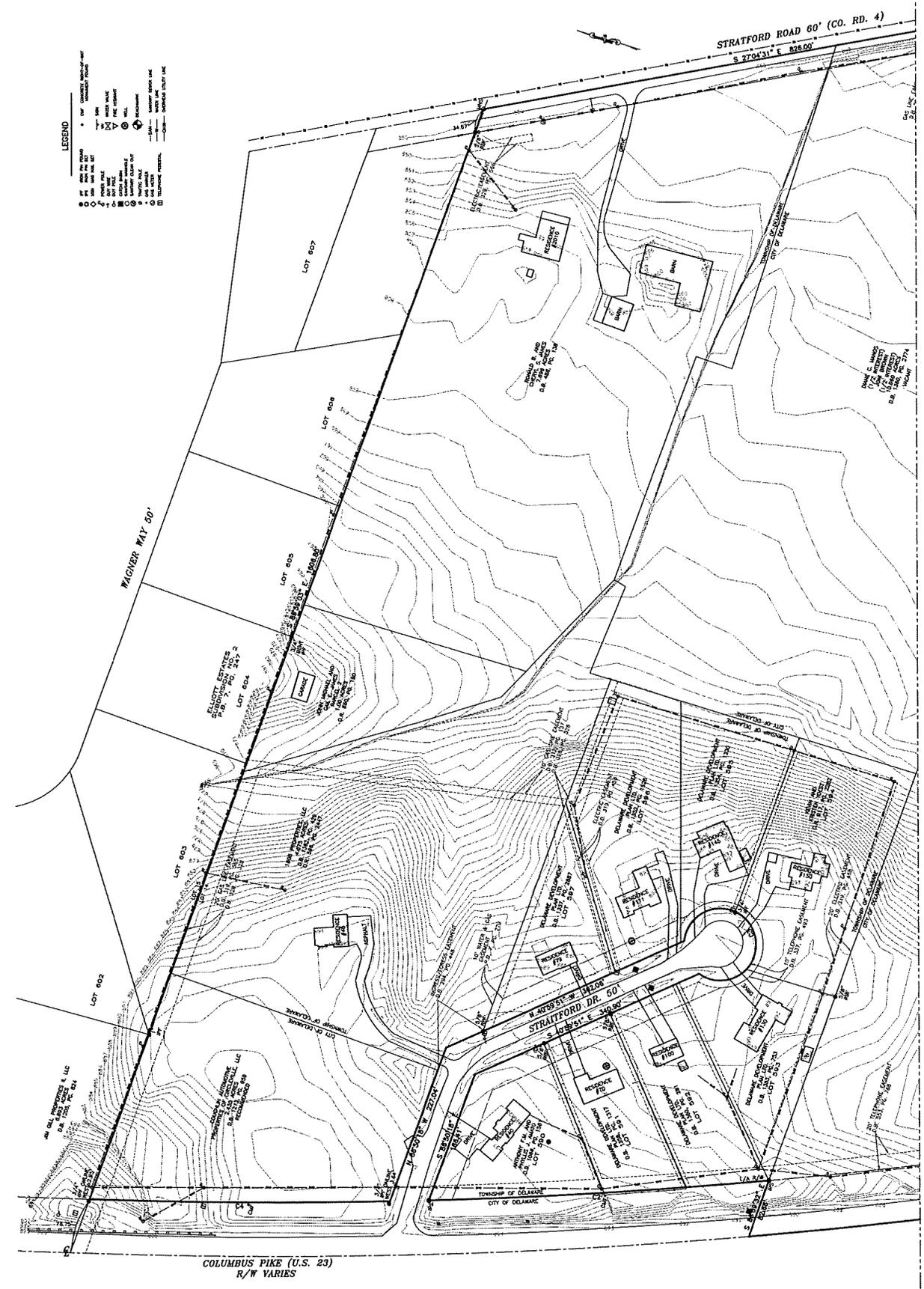
DEVELOPER
DELAWARE DEVELOPMENT LTD
PATASKALA, OHIO 43082
PHONE: 614-374-1489
EMAIL: KLEMM@DELAWAREDEV.COM

SHEET INDEX

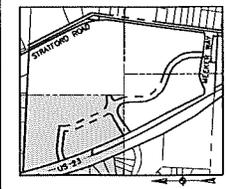
TITLE SHEET	GENERAL NOTES AND QUANTITIES	DATE
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DD03	DD04 - DD05	
DD06	DD07 - DD08	
DD09	DD10 - DD11	
DD12	DD13 - DD14	
DD15	DD16 - DD17	
DD18	DD19 - DD20	
DD21	DD22 - DD23	
DD24	DD25 - DD26	
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LEGEND

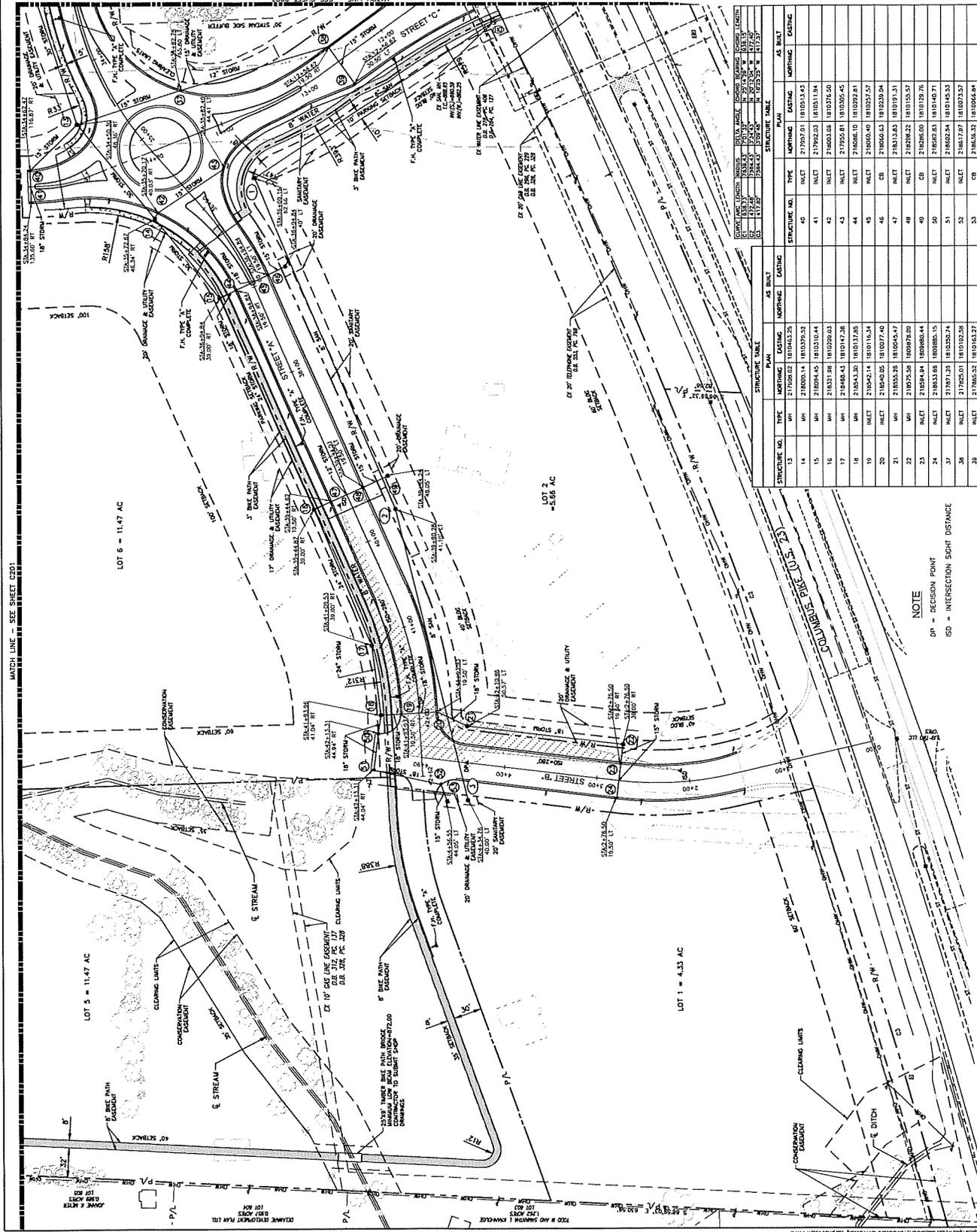
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LINE NO.	PIPE DIA	LENGTH	BEARING
13-14	30"	131.29	S20° 37' 20"E
13-16	15"	79.13	S45° 41' 04"W
13-40	15"	50.05	S02° 25' 42"E
40-41	12"	113.35	N27° 55' 04"E
13-37	12"	119.80	N27° 41' 20"E
37-38	12"	50.00	S02° 52' 43"E
38-39	12"	6.79	N02° 24' 40"E
14-42	15"	85.33	N66° 22' 20"E
42-43	15"	19.77	N09° 00' 00"W
14-15	15"	39.00	N64° 38' 50"E
15-44	15"	20.50	N64° 39' 31"E
44-45	15"	243.11	S24° 01' 20"E
45-46	15"	19.50	N65° 17' 04"E
15-16	12"	39.00	N65° 25' 04"E
47-48	12"	28.55	N64° 39' 31"E
48-49	12"	158.00	S22° 49' 48"E
15-17	24"	75.47	N07° 14' 55"W
17-18	24"	21.54	S06° 55' 26"W
18-19	18"	30.00	N65° 25' 27"E
19-20	18"	55.37	S64° 32' 09"E
20-21	18"	158.81	S03° 04' 31"E
21-22	15"	19.50	S06° 55' 27"W
22-23	15"	39.00	N65° 25' 27"E
18-24	18"	19.74	S08° 19' 45"W
24-25	18"	40.00	S08° 55' 27"W
25-26	18"	71.60	S77° 53' 47"E
26-27	15"	19.54	S07° 08' 27"E



- LEGEND**
- PR MANHOLE
 - PR CATCH BASIN
 - ▣ PR CURB INLET
 - ▣ PR FIRE HYDRANT
 - PR HEADWALL
 - ① PR SANITARY STRUCTURE NUMBER
 - ② PR STORM STRUCTURE NUMBER
 - ③ PR LIGHT
 - ⊕ EX CATCH BASIN
 - ⊕ EX STORM MANHOLE
 - ⊕ EX SANITARY MANHOLE
 - ⊕ EX SANITARY STRUCTURE NUMBER
 - ⊕ EX STORM CURB INLET
 - ⊕ EX STORM
 - ⊕ EX SANITARY
 - ⊕ EX WATER
 - ⊕ EX OVERHEAD ELECTRIC
 - ⊕ EX UNDERGROUND ELECTRIC
 - TOP OF BANK



STRUCTURE NO.	TYPE	AS BUILT		EXISTING	
		DATE	COORDINATES	DATE	COORDINATES
13	MI	2/7/2002	1810376.23		
14	MI	2/18/00	1810376.44		
15	MI	2/18/00	1810376.44		
16	MI	2/18/00	1810376.44		
17	MI	2/18/00	1810376.44		
18	MI	2/18/00	1810376.44		
19	MI	2/18/00	1810376.44		
20	MI	2/18/00	1810376.44		
21	MI	2/18/00	1810376.44		
22	MI	2/18/00	1810376.44		
23	MI	2/18/00	1810376.44		
24	MI	2/18/00	1810376.44		
25	MI	2/18/00	1810376.44		
26	MI	2/18/00	1810376.44		
27	MI	2/18/00	1810376.44		
28	MI	2/18/00	1810376.44		
29	MI	2/18/00	1810376.44		
30	MI	2/18/00	1810376.44		

NOTE
BP = DEVISION POINT
ISD = INTERSECTION SIGHT DISTANCE

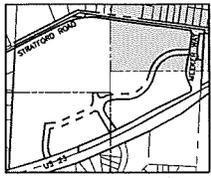
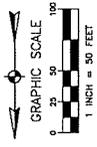
MATCH LINE - SEE SHEET 001

LOT 5 = 11.47 AC

LOT 1 = 4.33 AC

LOT 2 = 5.66 AC

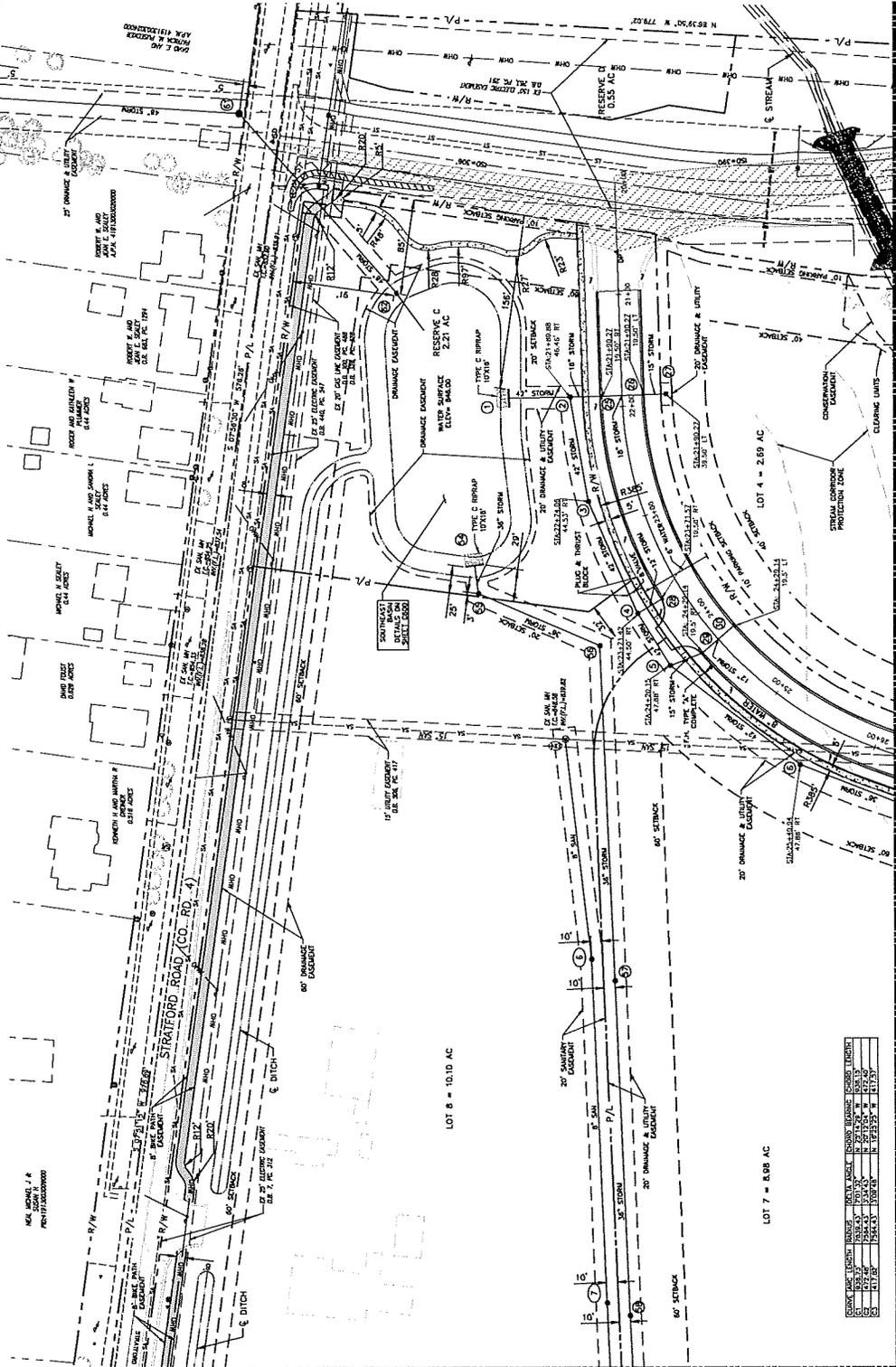
NO.	DATE	REVISION



- LEGEND**
- EX CATCH BASIN
 - EX STORM MANHOLE
 - EX SANITARY MANHOLE
 - EX SANITARY STRUCTURE NUMBER
 - EX STORM CURB INLET
 - EX STORM
 - EX SANITARY
 - EX WATER
 - EX OVERHEAD ELECTRIC
 - EX UNDERGROUND ELECTRIC
 - TOP OF BANK
 - PR MANHOLE
 - PR CATCH BASIN
 - PR CURB INLET
 - PR FIRE HYDRANT
 - PR HEADWALL
 - PR SANITARY STRUCTURE NUMBER
 - PR STORM STRUCTURE NUMBER
 - PR LIGHT
- NOTE**
- DP = DECISION POINT
 - ISD = INTERSECTION SIGHT DISTANCE

STRUCTURE TABLE				STRUCTURE TABLE			
STRUCTURE NO.	TYPE	MARKING	DATE	STRUCTURE NO.	TYPE	MARKING	DATE
1	PH	217025.28	181104.12	29	PH	217025.28	181104.12
2	PH	217068.33	181108.11	30	PH	217115.28	181096.22
3	PH	217001.78	181072.20	54	PH	217084.53	181174.50
4	PH	217102.01	181028.08	55	PH	217084.10	181171.07
5	PH	217148.81	181099.64	56	PH	217328.83	181062.71
6	PH	217231.81	181080.11	57	PH	217435.26	181050.00
25	PH	216973.62	181002.15	58	PH	217320.20	181032.29
26	PH	216906.51	181002.17	60	PH	216300.15	181164.06
27	PH	216806.86	181002.18	61	PH	216564.68	181134.71
28	PH	216806.86	181002.18	62	PH	216825.63	181124.00

PIPE DATA TABLE				PIPE DATA TABLE			
LINE NO.	PIPE DIA	LENGTH	BEARING	LINE NO.	PIPE DIA	LENGTH	BEARING
1-2	42"	55.62	N89° 54' 18"E	28-29	12"	20.00	N48° 56' 51"E
2-3	42"	84.85	S09° 54' 05"E	3-4	36"	161.67	S88° 27' 05"E
3-4	42"	26.86	S08° 54' 10"W	4-5	36"	118.00	N68° 40' 07"W
4-5	42"	20.00	N68° 02' 00"E	5-6	36"	200.00	N02° 25' 47"W
5-6	42"	108.20	S23° 35' 52"E	6-7	36"	276.26	N02° 25' 47"W
6-7	42"	25.00	N68° 51' 48"E	7-8	48"	231.87	N88° 09' 17"W
7-8	42"	145.73	S42° 27' 23"E	8-9	48"	213.63	N41° 11' 50"W
8-9	42"	20.04	N48° 52' 31"E				



LINE NO.	PIPE DIA	LENGTH	BEARING	START POINT	END POINT
1	12"	20.00	N48° 56' 51"E	216973.62	217025.28
2	12"	20.00	N48° 56' 51"E	217025.28	217068.33
3	12"	20.00	N48° 56' 51"E	217068.33	217102.01
4	12"	20.00	N48° 56' 51"E	217102.01	217148.81
5	12"	20.00	N48° 56' 51"E	217148.81	217231.81
6	12"	20.00	N48° 56' 51"E	217231.81	217320.20
7	12"	20.00	N48° 56' 51"E	217320.20	217435.26
8	12"	20.00	N48° 56' 51"E	217435.26	217520.20
9	12"	20.00	N48° 56' 51"E	217520.20	217606.86
10	12"	20.00	N48° 56' 51"E	217606.86	217700.00
11	12"	20.00	N48° 56' 51"E	217700.00	217800.00
12	12"	20.00	N48° 56' 51"E	217800.00	217900.00
13	12"	20.00	N48° 56' 51"E	217900.00	218000.00
14	12"	20.00	N48° 56' 51"E	218000.00	218100.00
15	12"	20.00	N48° 56' 51"E	218100.00	218200.00
16	12"	20.00	N48° 56' 51"E	218200.00	218300.00
17	12"	20.00	N48° 56' 51"E	218300.00	218400.00
18	12"	20.00	N48° 56' 51"E	218400.00	218500.00
19	12"	20.00	N48° 56' 51"E	218500.00	218600.00
20	12"	20.00	N48° 56' 51"E	218600.00	218700.00
21	12"	20.00	N48° 56' 51"E	218700.00	218800.00
22	12"	20.00	N48° 56' 51"E	218800.00	218900.00
23	12"	20.00	N48° 56' 51"E	218900.00	219000.00
24	12"	20.00	N48° 56' 51"E	219000.00	219100.00
25	12"	20.00	N48° 56' 51"E	219100.00	219200.00
26	12"	20.00	N48° 56' 51"E	219200.00	219300.00
27	12"	20.00	N48° 56' 51"E	219300.00	219400.00
28	12"	20.00	N48° 56' 51"E	219400.00	219500.00
29	12"	20.00	N48° 56' 51"E	219500.00	219600.00
30	12"	20.00	N48° 56' 51"E	219600.00	219700.00
31	12"	20.00	N48° 56' 51"E	219700.00	219800.00
32	12"	20.00	N48° 56' 51"E	219800.00	219900.00
33	12"	20.00	N48° 56' 51"E	219900.00	220000.00
34	12"	20.00	N48° 56' 51"E	220000.00	220100.00
35	12"	20.00	N48° 56' 51"E	220100.00	220200.00
36	12"	20.00	N48° 56' 51"E	220200.00	220300.00
37	12"	20.00	N48° 56' 51"E	220300.00	220400.00
38	12"	20.00	N48° 56' 51"E	220400.00	220500.00
39	12"	20.00	N48° 56' 51"E	220500.00	220600.00
40	12"	20.00	N48° 56' 51"E	220600.00	220700.00
41	12"	20.00	N48° 56' 51"E	220700.00	220800.00
42	12"	20.00	N48° 56' 51"E	220800.00	220900.00
43	12"	20.00	N48° 56' 51"E	220900.00	221000.00
44	12"	20.00	N48° 56' 51"E	221000.00	221100.00
45	12"	20.00	N48° 56' 51"E	221100.00	221200.00
46	12"	20.00	N48° 56' 51"E	221200.00	221300.00
47	12"	20.00	N48° 56' 51"E	221300.00	221400.00
48	12"	20.00	N48° 56' 51"E	221400.00	221500.00
49	12"	20.00	N48° 56' 51"E	221500.00	221600.00
50	12"	20.00	N48° 56' 51"E	221600.00	221700.00
51	12"	20.00	N48° 56' 51"E	221700.00	221800.00
52	12"	20.00	N48° 56' 51"E	221800.00	221900.00
53	12"	20.00	N48° 56' 51"E	221900.00	222000.00
54	12"	20.00	N48° 56' 51"E	222000.00	222100.00
55	12"	20.00	N48° 56' 51"E	222100.00	222200.00
56	12"	20.00	N48° 56' 51"E	222200.00	222300.00
57	12"	20.00	N48° 56' 51"E	222300.00	222400.00
58	12"	20.00	N48° 56' 51"E	222400.00	222500.00
59	12"	20.00	N48° 56' 51"E	222500.00	222600.00
60	12"	20.00	N48° 56' 51"E	222600.00	222700.00
61	12"	20.00	N48° 56' 51"E	222700.00	222800.00
62	12"	20.00	N48° 56' 51"E	222800.00	222900.00
63	12"	20.00	N48° 56' 51"E	222900.00	223000.00
64	12"	20.00	N48° 56' 51"E	223000.00	223100.00
65	12"	20.00	N48° 56' 51"E	223100.00	223200.00
66	12"	20.00	N48° 56' 51"E	223200.00	223300.00
67	12"	20.00	N48° 56' 51"E	223300.00	223400.00
68	12"	20.00	N48° 56' 51"E	223400.00	223500.00
69	12"	20.00	N48° 56' 51"E	223500.00	223600.00
70	12"	20.00	N48° 56' 51"E	223600.00	223700.00
71	12"	20.00	N48° 56' 51"E	223700.00	223800.00
72	12"	20.00	N48° 56' 51"E	223800.00	223900.00
73	12"	20.00	N48° 56' 51"E	223900.00	224000.00
74	12"	20.00	N48° 56' 51"E	224000.00	224100.00
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82	12"	20.00	N48° 56' 51"E	224800.00	224900.00
83	12"	20.00	N48° 56' 51"E	224900.00	225000.00
84	12"	20.00	N48° 56' 51"E	225000.00	225100.00
85	12"	20.00	N48° 56' 51"E	225100.00	225200.00
86	12"	20.00	N48° 56' 51"E	225200.00	225300.00
87	12"	20.00	N48° 56' 51"E	225300.00	225400.00
88	12"	20.00	N48° 56' 51"E	225400.00	225500.00
89	12"	20.00	N48° 56' 51"E	225500.00	225600.00
90	12"	20.00	N48° 56' 51"E	225600.00	225700.00
91	12"	20.00	N48° 56' 51"E	225700.00	225800.00
92	12"	20.00	N48° 56' 51"E	225800.00	225900.00
93	12"	20.00	N48° 56' 51"E	225900.00	226000.00
94	12"	20.00	N48° 56' 51"E	226000.00	226100.00
95	12"	20.00	N48° 56' 51"E	226100.00	226200.00
96	12"	20.00	N48° 56' 51"E	226200.00	226300.00
97	12"	20.00	N48° 56' 51"E	226300.00	226400.00
98	12"	20.00	N48° 56' 51"E	226400.00	226500.00
99	12"	20.00	N48° 56' 51"E	226500.00	226600.00
100	12"	20.00	N48° 56' 51"E	226600.00	226700.00

MATCH LINE - SEE SHEET C201

MATCH LINE - SEE SHEET C203

NO.	DATE	DESCRIPTION

1100 BUCKINGHAM SQUARE
COLUMBUS, OH 43215
TEL: 614-441-2222
FAC: 614-441-2222
PROJECT NO.: 20100103
DATE: 03/15/2011
DRAWN BY: CHERIE BR.
CHECKED BY: CHERIE BR.

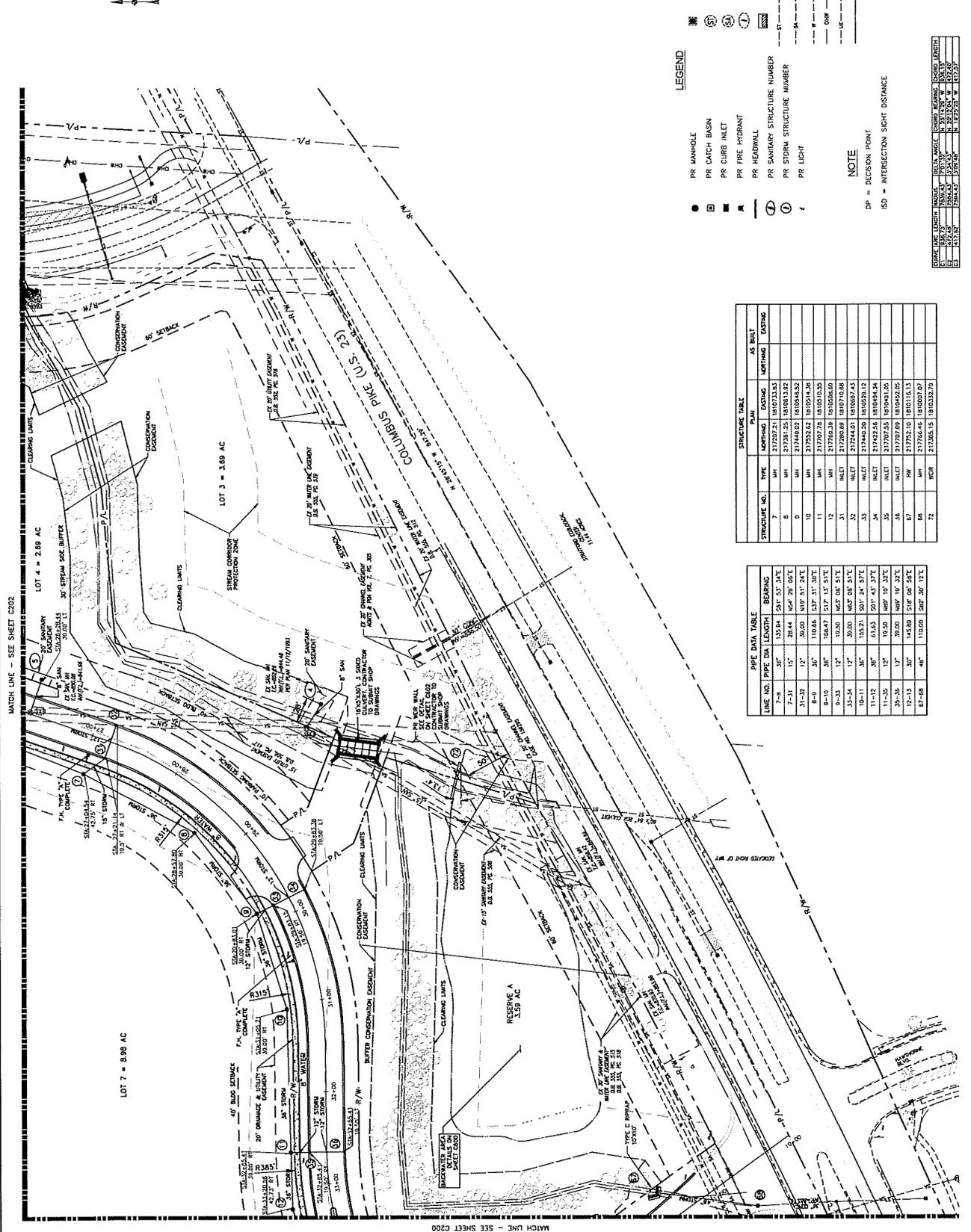
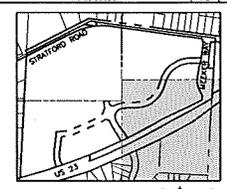


PREPARED FOR
DELAWARE
DEVELOPMENT PLAN
LTD

COULIN'S CROSSING
DELAWARE, OH 43015
US 23 & STRATFORD ROAD

SITE AND
UTILITY PLAN

C203



- LEGEND**
- PR MANHOLE
 - PR CATCH BASIN
 - PR CURB INLET
 - PR FIRE HYDRANT
 - PR HEADWALL
 - PR SANITARY STRUCTURE NUMBER
 - PR STORM STRUCTURE NUMBER
 - PR LIGHT
 - EX CATCH BASIN
 - EX STORM MANHOLE
 - EX SANITARY MANHOLE
 - EX SANITARY STRUCTURE NUMBER
 - EX STORM CURB INLET
 - EX STORM
 - EX SANITARY
 - EX WATER
 - EX OVERHEAD ELECTRIC
 - EX UNDERGROUND ELECTRIC
 - TOP OF BANK

DP = DECISION POINT
ISD = INTERSECTION DISTANCE



DATE	BY	REVISION
03/15/2011	CHB	ISSUE FOR PERMIT
03/15/2011	CHB	REVISED PER COMMENTS
03/15/2011	CHB	REVISED PER COMMENTS
03/15/2011	CHB	REVISED PER COMMENTS

STRUCTURE NO.	TYPE	PLAN		AS BUILT	
		NORTHING	EASTING	NORTHING	EASTING
7	WH	217297.21	1810753.33		
8	WH	217301.25	1810813.92		
9	WH	217446.20	1810546.32		
10	WH	217552.62	1810574.38		
11	WH	217662.39	1810522.68		
12	WH	217762.39	1810522.68		
13	WH	217862.39	1810522.68		
14	WH	217962.39	1810522.68		
15	WH	218062.39	1810522.68		
16	WH	218162.39	1810522.68		
17	WH	218262.39	1810522.68		
18	WH	218362.39	1810522.68		
19	WH	218462.39	1810522.68		
20	WH	218562.39	1810522.68		
21	WH	218662.39	1810522.68		
22	WH	218762.39	1810522.68		
23	WH	218862.39	1810522.68		
24	WH	218962.39	1810522.68		
25	WH	219062.39	1810522.68		
26	WH	219162.39	1810522.68		
27	WH	219262.39	1810522.68		
28	WH	219362.39	1810522.68		
29	WH	219462.39	1810522.68		
30	WH	219562.39	1810522.68		
31	WH	219662.39	1810522.68		
32	WH	219762.39	1810522.68		
33	WH	219862.39	1810522.68		
34	WH	219962.39	1810522.68		
35	WH	220062.39	1810522.68		
36	WH	220162.39	1810522.68		
37	WH	220262.39	1810522.68		
38	WH	220362.39	1810522.68		
39	WH	220462.39	1810522.68		
40	WH	220562.39	1810522.68		
41	WH	220662.39	1810522.68		
42	WH	220762.39	1810522.68		
43	WH	220862.39	1810522.68		
44	WH	220962.39	1810522.68		
45	WH	221062.39	1810522.68		
46	WH	221162.39	1810522.68		
47	WH	221262.39	1810522.68		
48	WH	221362.39	1810522.68		
49	WH	221462.39	1810522.68		
50	WH	221562.39	1810522.68		
51	WH	221662.39	1810522.68		
52	WH	221762.39	1810522.68		
53	WH	221862.39	1810522.68		
54	WH	221962.39	1810522.68		
55	WH	222062.39	1810522.68		
56	WH	222162.39	1810522.68		
57	WH	222262.39	1810522.68		
58	WH	222362.39	1810522.68		
59	WH	222462.39	1810522.68		
60	WH	222562.39	1810522.68		
61	WH	222662.39	1810522.68		
62	WH	222762.39	1810522.68		
63	WH	222862.39	1810522.68		
64	WH	222962.39	1810522.68		
65	WH	223062.39	1810522.68		
66	WH	223162.39	1810522.68		
67	WH	223262.39	1810522.68		
68	WH	223362.39	1810522.68		
69	WH	223462.39	1810522.68		
70	WH	223562.39	1810522.68		
71	WH	223662.39	1810522.68		
72	WH	223762.39	1810522.68		

LINE NO.	PIPE DIA	LENGTH	BEARING
7-8	36"	135.84	S31° 53' 34"E
7-9	36"	28.44	S64° 29' 06"E
7-10	36"	30.00	S19° 51' 24"E
7-11	36"	110.86	S37° 31' 30"E
8-9	36"	108.47	S17° 15' 51"E
9-10	36"	30.00	S65° 08' 51"E
9-11	36"	150.21	S01° 24' 57"E
10-11	36"	61.63	S01° 43' 37"E
11-12	36"	19.59	S09° 19' 23"E
12-13	36"	30.00	S09° 19' 23"E
13-14	36"	145.86	S16° 08' 58"E
14-15	36"	110.00	S02° 30' 12"E

MATCH LINE - SEE SHEET C202

MATCH LINE - SEE SHEET C200

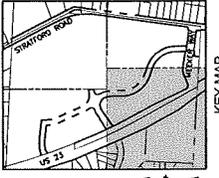
PROJECT NO.	201000
PROJECT DATE	03/18/2011
DATE	
NO.	

NO.	
DATE	
BT	
REVISION	



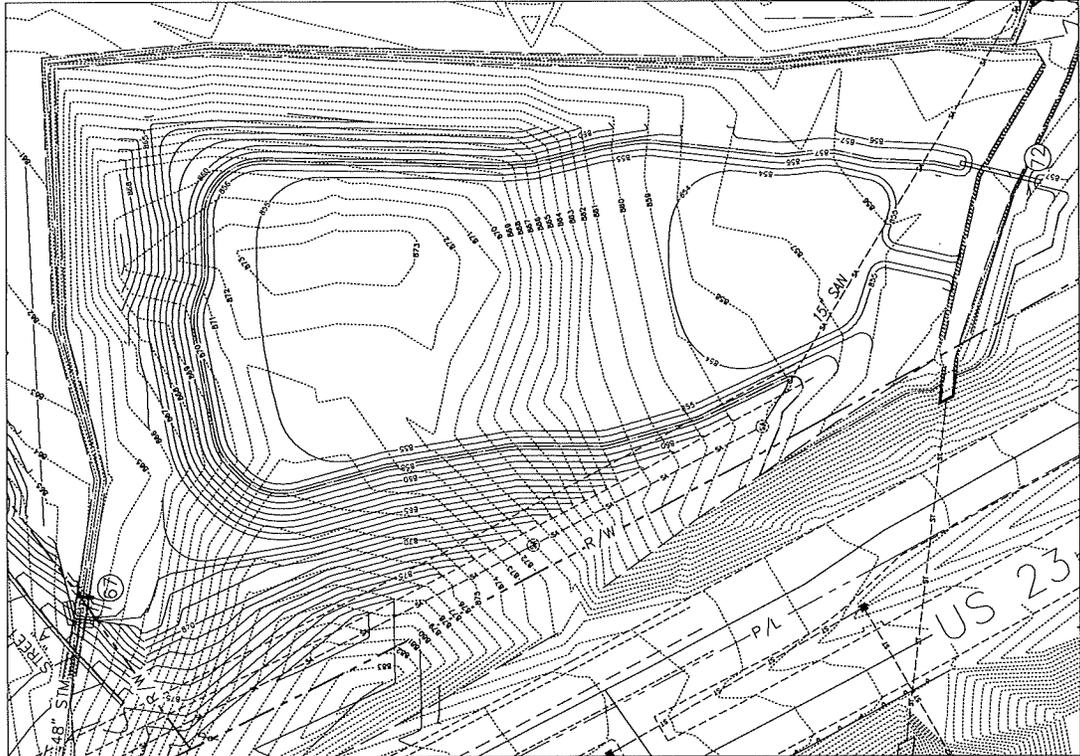
CODED NOTES
 ① STABILIZED CONSTRUCTION ENTRANCE, SEE DETAIL ON NEXT SHEET.
 ② ROCK CHANNEL PROTECTION, TYPE C
 ③ FILTER FABRIC INLET PROTECTION

- LEGEND**
- ① STABILIZED CONSTRUCTION ENTRANCE, SEE DETAIL ON NEXT SHEET.
 - ② ROCK CHANNEL PROTECTION, TYPE C
 - ③ FILTER FABRIC INLET PROTECTION
 - PROPOSED CURB INLET WITH APPROVED DANDY BAG
 - EXISTING SANITARY MANHOLE
 - PROPOSED CATCH BASIN WITH FILTER FABRIC INLET PROTECTION
 - PROPOSED STORM STRUCTURE NUMBER
 - PROPOSED MANHOLE
 - SILT FENCE
 - CONCRETE WASHOUT
 - PRESERVATION LIMITS

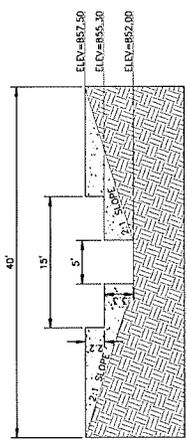


MATCH LINE - SEE SHEET C403

MATCH LINE - SEE SHEET C401

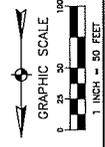


**BACKWATER BASIN
DETAIL**
NOT TO SCALE



OUTLET CONTROL STRUCTURE 7Z
NOT TO SCALE

SOUTHEAST BASIN	
ELEVATION	CUMULATIVE VOLUME (CF)
852	0
853	670
854	6,245
855	29,961
856	72,374
857	121,558
858	147,769
BASIN DATA	
100 YR. STM SURFACE ELEV.	857.24
MAX. OUTFLOW @ 100 YR. STM	284.46 CFS
STORAGE PROVIDED (CF)	147,769
STORAGE REQUIRED (CF)	147,769
WATER QUALITY VOLUME (WQV)	N/A
WQV STORAGE REQUIRED (CF)	N/A
WQV SEDIMENT CONTROL (CF)	N/A
WQV STORAGE PROVIDED (CF)	N/A
SEDIMENT BASIN DATA	
TOTAL ACREAGE TO BASIN	N/A
STORAGE REQUIRED (CF)	N/A
STORAGE PROVIDED (CF)	N/A



NO.	DATE	BY	DESCRIPTION

1150 BURNINGWOOD DRIVE
COLUMBUS, OH 43215
TEL: 614.441.2222

PROJECT DATE: 03/16/2017
PROJECT NO.: 03101022

DESIGNED BY:
DRAWN BY:
CHECKED BY:

PREPARED FOR
DELAWARE
DEVELOPMENT PLAN,
LTD.

15000 BURNS
DELAWARE, OHIO

COUGHLIN'S CROSSING
US 23 & STRATFORD ROAD
DELAWARE, OH 43015

BASIN DETAILS

C602

NO.	DATE	REVISION



- LEGEND**
- MANHOLE
 - CATCH BASIN
 - ▲ FIRE HYDRANT
 - ⊕ HIGHWALL
 - ⊖ SANITARY STRUCTURE NUMBER
 - ⊙ STORM STRUCTURE NUMBER
 - LIGHT
 - WATER VALVE
 - RIGHT-OF-WAY
 - CENTER LINE
 - SETBACK
 - EX SANITARY
 - EX SIDEWALK (SEE SHEET CXXX FOR TYPICAL SECTION)

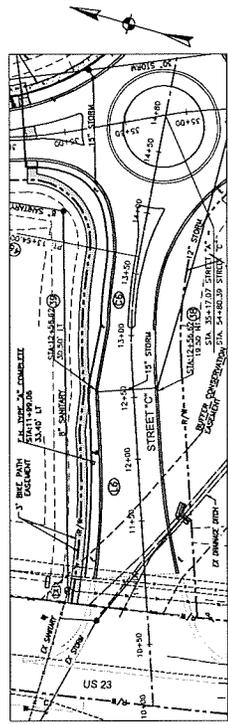
NOTE:
1. ALL ELEVATIONS ARE TOP OF CURB (TO) UNLESS OTHERWISE NOTED.
2. DESIGN SPEED=25 MPH

CENTER LINE CURVE DATA

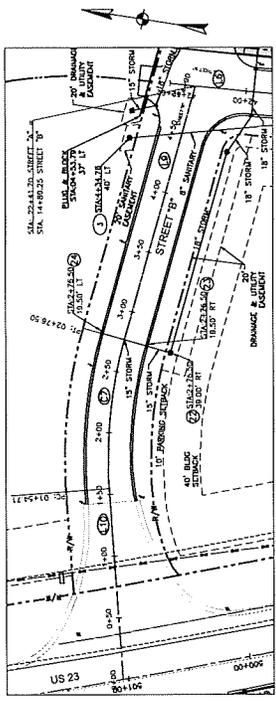
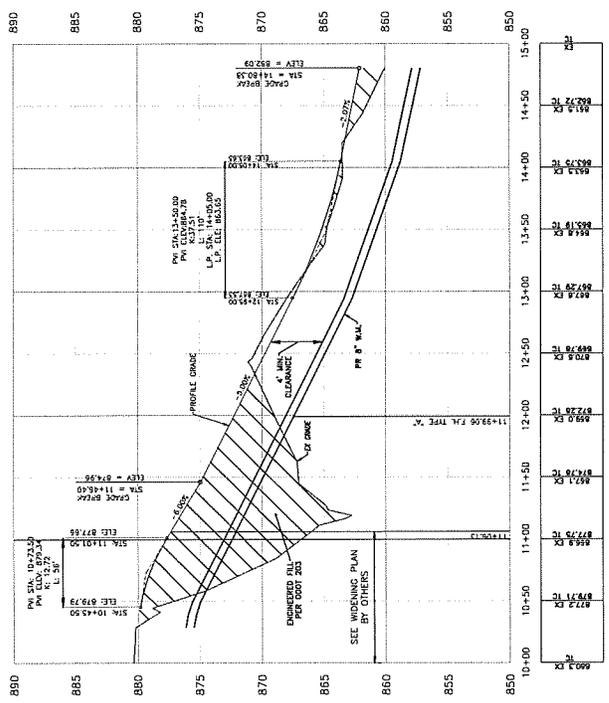
CURVE	A	ARC LENGTH	TANGENT	RADIUS	CHORD LENGTH
C4	N 32°58'03" W	109.53'	55.22'	350.00'	108.08'
C5	N 13°32'11" W	127.83'	64.64'	350.00'	127.12'
C6	N 61°20'08" W	88.15'	44.31'	350.00'	87.91'
C7	N 85°57'21" W	121.79'	61.52'	350.00'	121.17'

CENTER LINE DATA

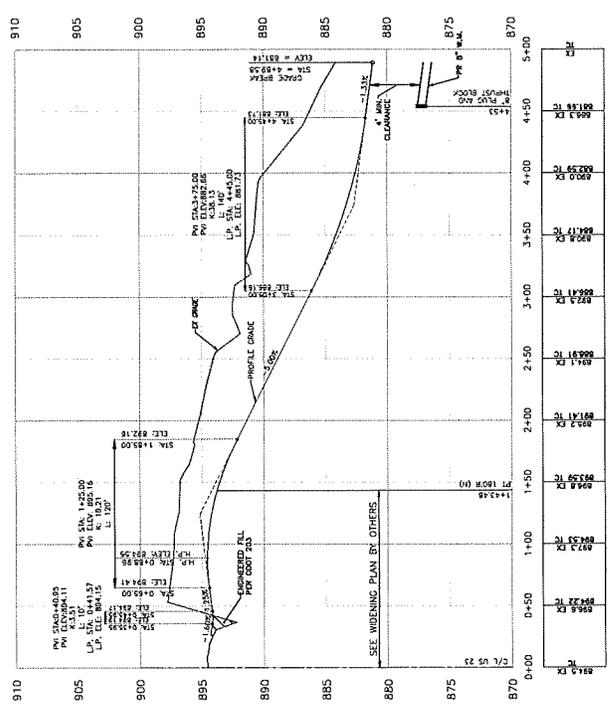
LINE	BEARING	DISTANCE
L5	N 24°00'08" W	355.85'
L6	N 03°04'33" W	75.45'
L9	N 83°04'33" W	213.08'
L10	N 78°59'14" W	154.71'

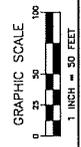
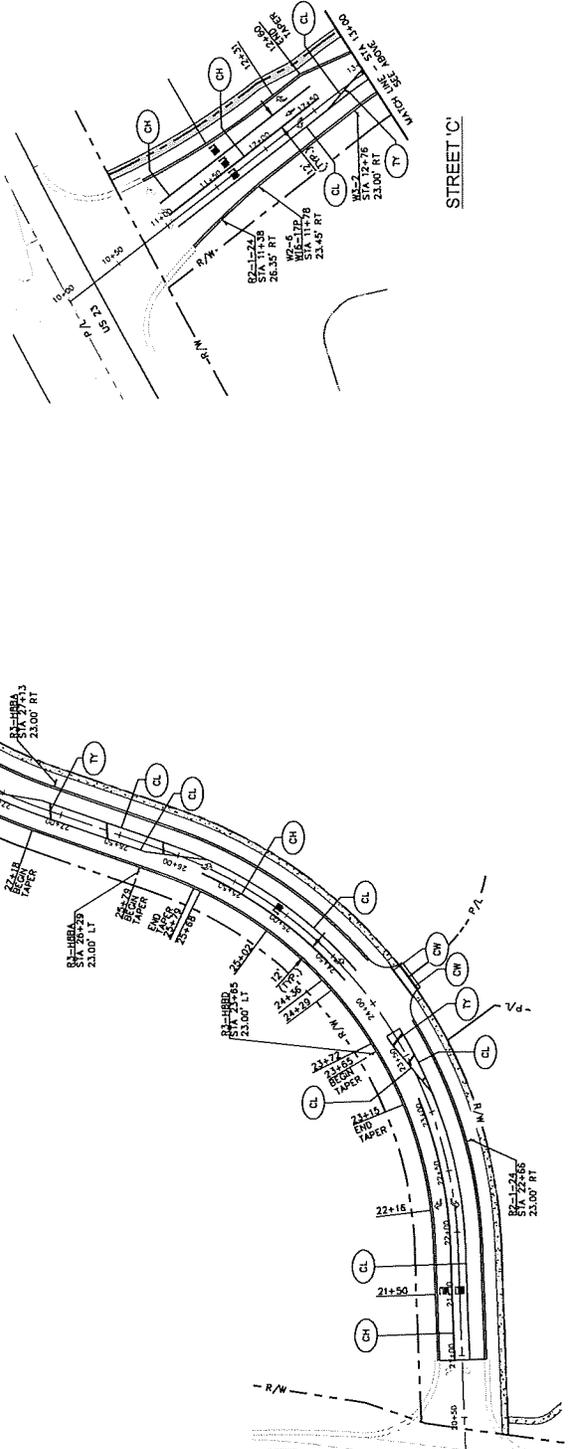
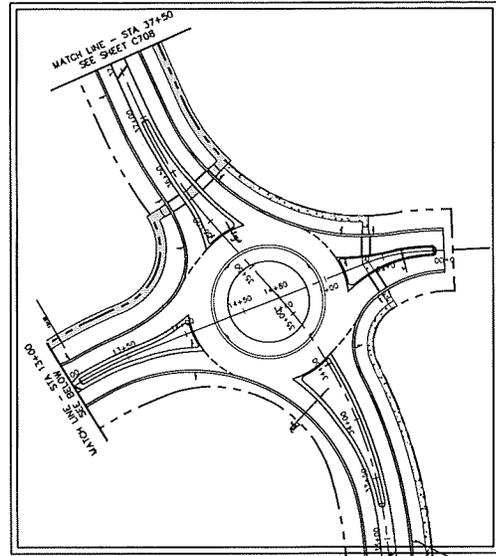
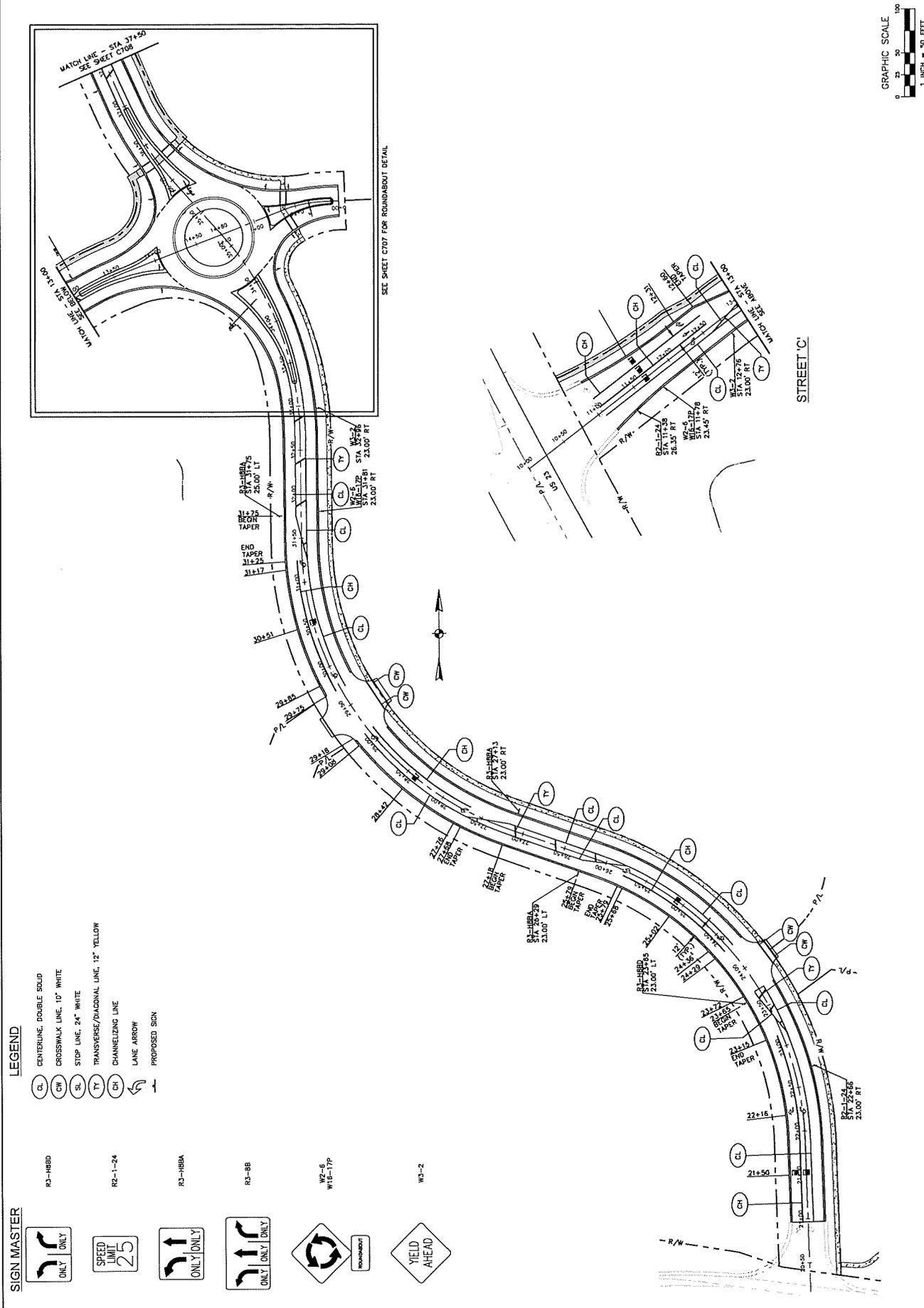


STREET 'C' PLAN AND PROFILE



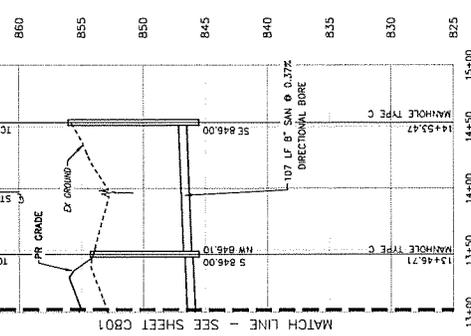
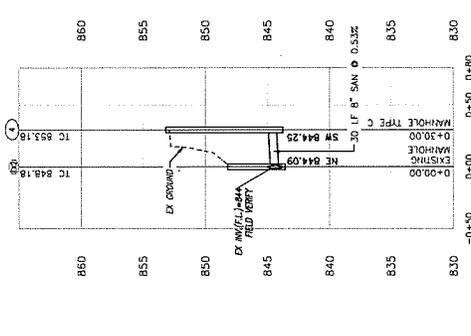
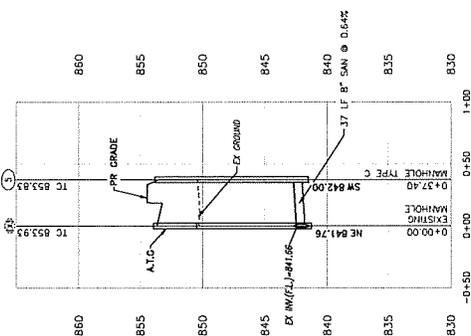
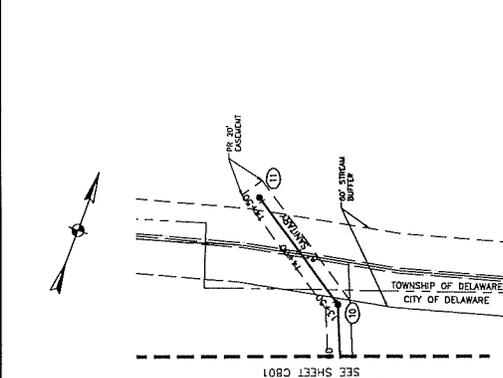
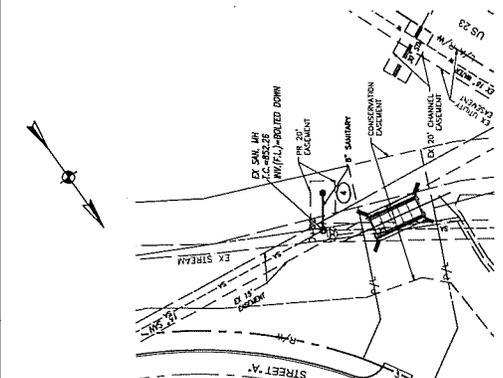
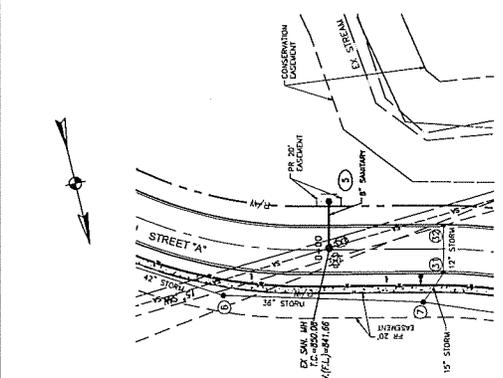
STREET 'B' PLAN AND PROFILE





- LEGEND**
- CL CENTERLINE, DOUBLE SOLID
 - CR CROSSWALK LINE, 10" WHITE
 - SL STOP LINE, 24" WHITE
 - TY TRANSVERSE/DIAGONAL LINE, 12" YELLOW
 - CH CHANNELIZING LINE
 - LA LANE ARROW
 - PS PROPOSED SIGN

- SIGN MASTER**
- R3-HBBD
 - R2-1-24
 - R3-HBBA
 - R3-HB
 - W2-6
 - W1E-17P
 - W3--2



STRUCTURE TABLE			
STRUCTURE NO.	TYPE	NO. OF INCHES	AS BUILT
5	MANHOLE	21718.00	21807.00
6	MANHOLE	21720.25	21809.00

PIPE DATA TABLE		
LINE NO.	PIPE DIA.	BEARING
5	30"	S17.18.07%
6	30"	S17.18.07%

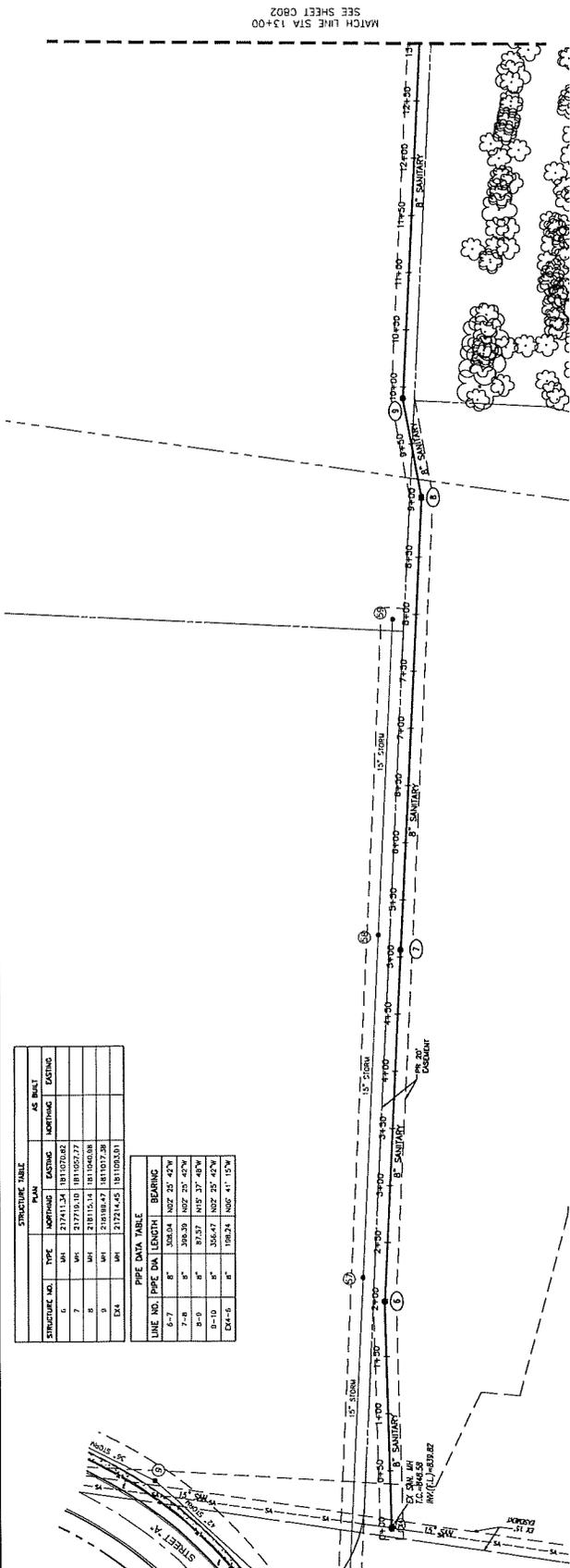
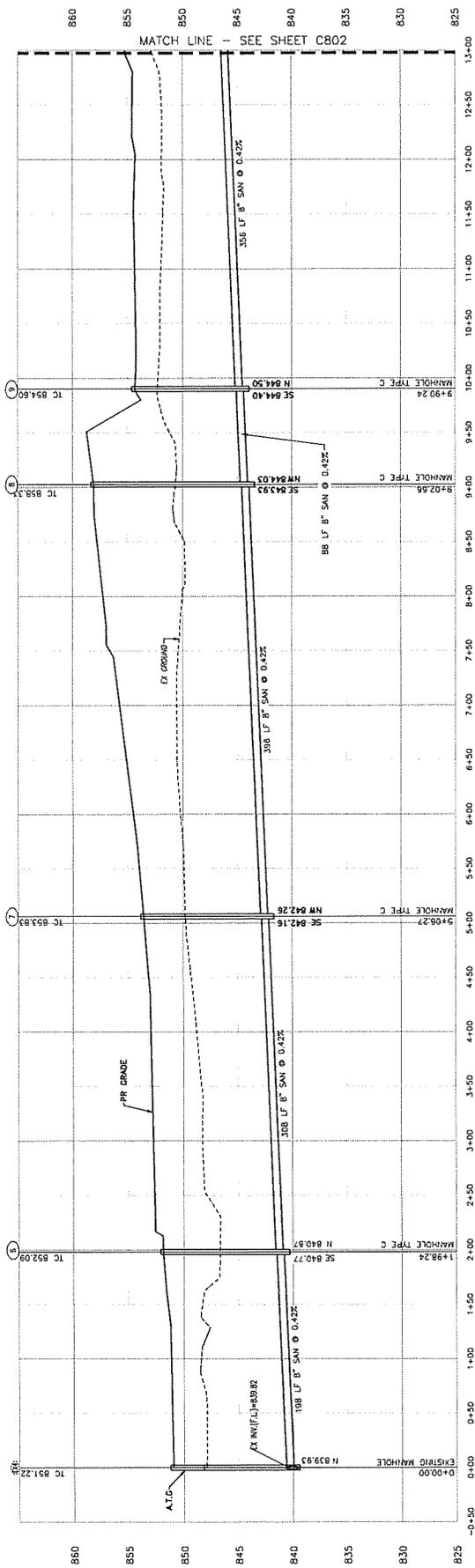
STRUCTURE TABLE			
STRUCTURE NO.	TYPE	NO. OF INCHES	AS BUILT
4	MANHOLE	21722.44	21818.87
5	MANHOLE	21724.07	21820.45

PIPE DATA TABLE		
LINE NO.	PIPE DIA.	BEARING
4	30"	S17.18.07%
5	30"	S17.18.07%

STRUCTURE TABLE			
STRUCTURE NO.	TYPE	NO. OF INCHES	AS BUILT
10	MANHOLE	21855.02	21952.38
11	MANHOLE	21862.01	21959.54

PIPE DATA TABLE		
LINE NO.	PIPE DIA.	BEARING
10-11	30"	S27.597.2.7%

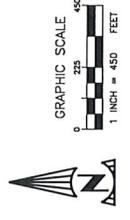
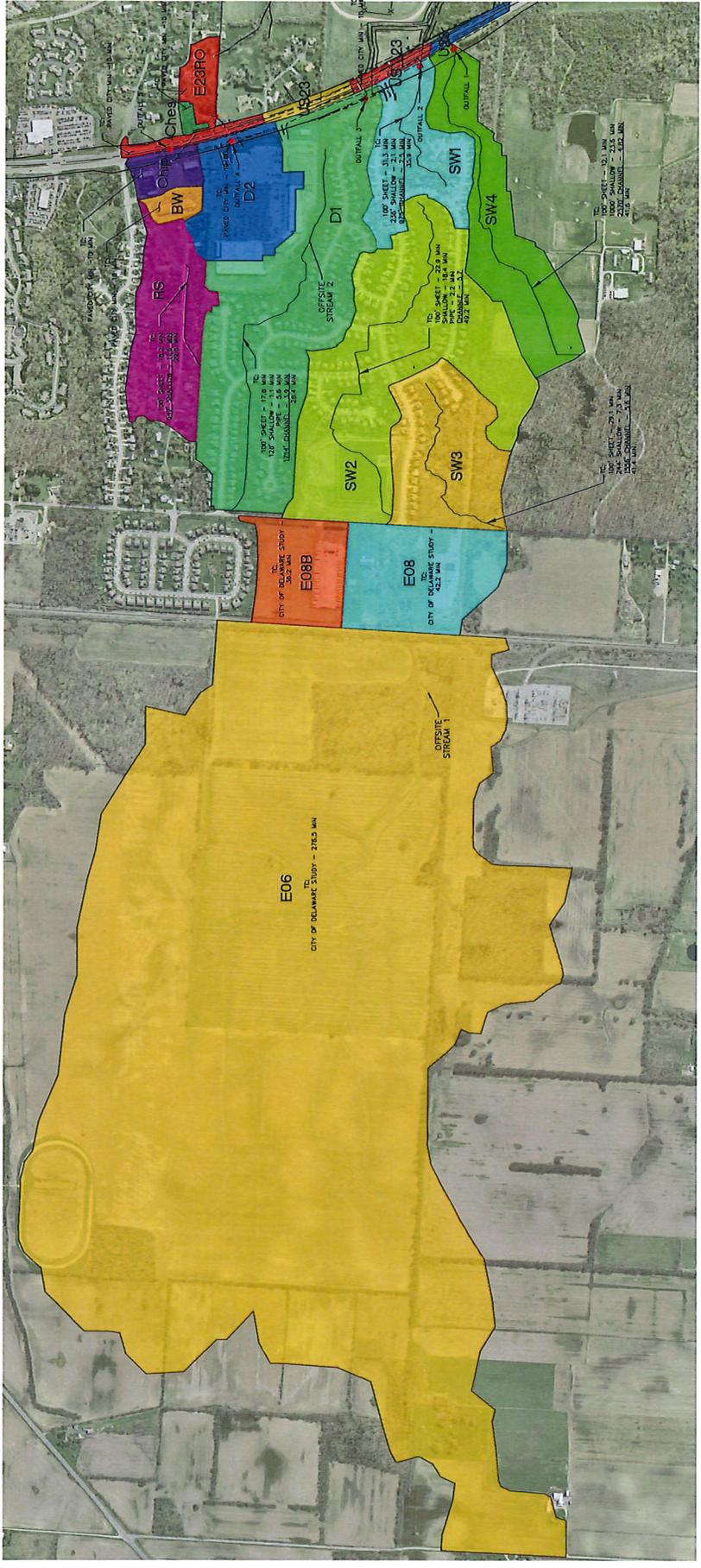
NO.	DATE	BY	REVISION



STRUCTURE TABLE			
STRUCTURE NO.	TYPE	PLAN	
		NORTHING	EASTING
6	MH	217411.24	1811070.82
7	MH	217710.10	1811057.77
8	MH	218115.14	1811040.88
9	MH	218388.27	1811077.28
EX-1	MH	217714.05	1811030.01

PIPE DATA TABLE			
LINE NO.	PIPE DIA	LENGTH	BEARING
6-7	8"	308.04	N022°20'42"W
7-8	8"	308.30	N022°20'42"W
8-9	8"	87.53	N45°37'48"W
9-10	8"	356.47	N022°20'42"W
EX-5	8"	198.24	N026°41'15"W





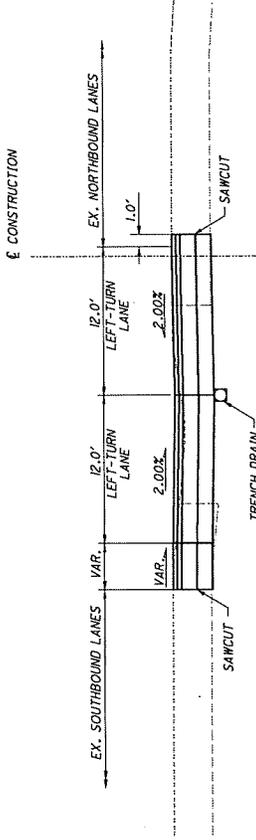
WEST OFFSITE AREA BREAKDOWN

SECTION	DESCRIPTION	AREA (AC.)	RCA
E08	AGRICULTURAL	598.45	77
E08B	RURAL COMMERCIAL	15.78	37
SW2	WOODS	12.50	70
	1/4 AC RESIDENTIAL LOTS	13.40	83
SW3	WOODS	12.30	77
SW4	WOODS	6.50	70
	1/4 AC RESIDENTIAL LOTS	45.30	83
SW1	WOODS	84.10	80
	1/4 AC RESIDENTIAL LOTS	4.18	30
	TOTAL	19.88	80
D1	WOODS	8.05	70
	1/4 AC RESIDENTIAL LOTS	88.25	83
	TOTAL	96.30	83
U223	53X IMPREV/47X FEET	1.91	87
SW4	WOODS	3.77	70
	GRASS	23.93	74
US 23	43X IMPREV/23X FEET	1.77	85
	GRASS	1.44	84

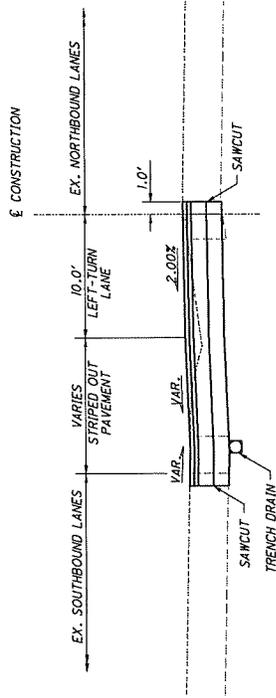
*NOTE: AREAS 185 AND 191 ARE CONSIDERED ON SITE REFER TO PROPOSED DRAINAGE DIBBIT

NORTH OFFSITE AREA BREAKDOWN

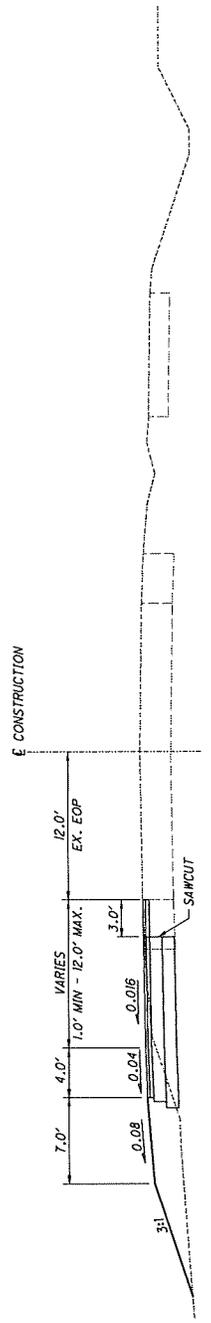
SECTION	DESCRIPTION	AREA (AC.)	RCA
D2	PAVED PARKING	2.60	78
BW	URBAN COMMERCIAL	4.78	94
D2	URBAN COMMERCIAL	19.11	94
E209FO	1/2 AC RESIDENTIAL LOTS	8.88	80
	GRASS	0.55	80
	TOTAL	36.92	80



U.S. 23 - WIDEN SECTION
 SOUTHBOUND LEFT-TURN
 STA. 502+26.74 TO STA. 504+64.67



U.S. 23 - WIDEN SECTION
 SOUTHBOUND LEFT-TURN
 STA. 527+09.83 TO STA. 529+16.57



MEEKER WAY - WIDEN SECTION
STA. 8+14.91 TO STA. 13+40.66



Coughlin's Consulting, Inc.
www.mscconsultants.com

DATE: 08/14/2017
PROJECT: MEERK WAY WIDEN SECTION
DRAWN BY: J. COUGHLIN

SCALE: 1" = 10'-0"
PROJECT: MEERK WAY WIDEN SECTION
DRAWN BY: J. COUGHLIN

DATE: 08/14/2017
PROJECT: MEERK WAY WIDEN SECTION
DRAWN BY: J. COUGHLIN

DATE: 08/14/2017
PROJECT: MEERK WAY WIDEN SECTION
DRAWN BY: J. COUGHLIN

DATE: 08/14/2017
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DATE: 08/14/2017
PROJECT: MEERK WAY WIDEN SECTION
DRAWN BY: J. COUGHLIN

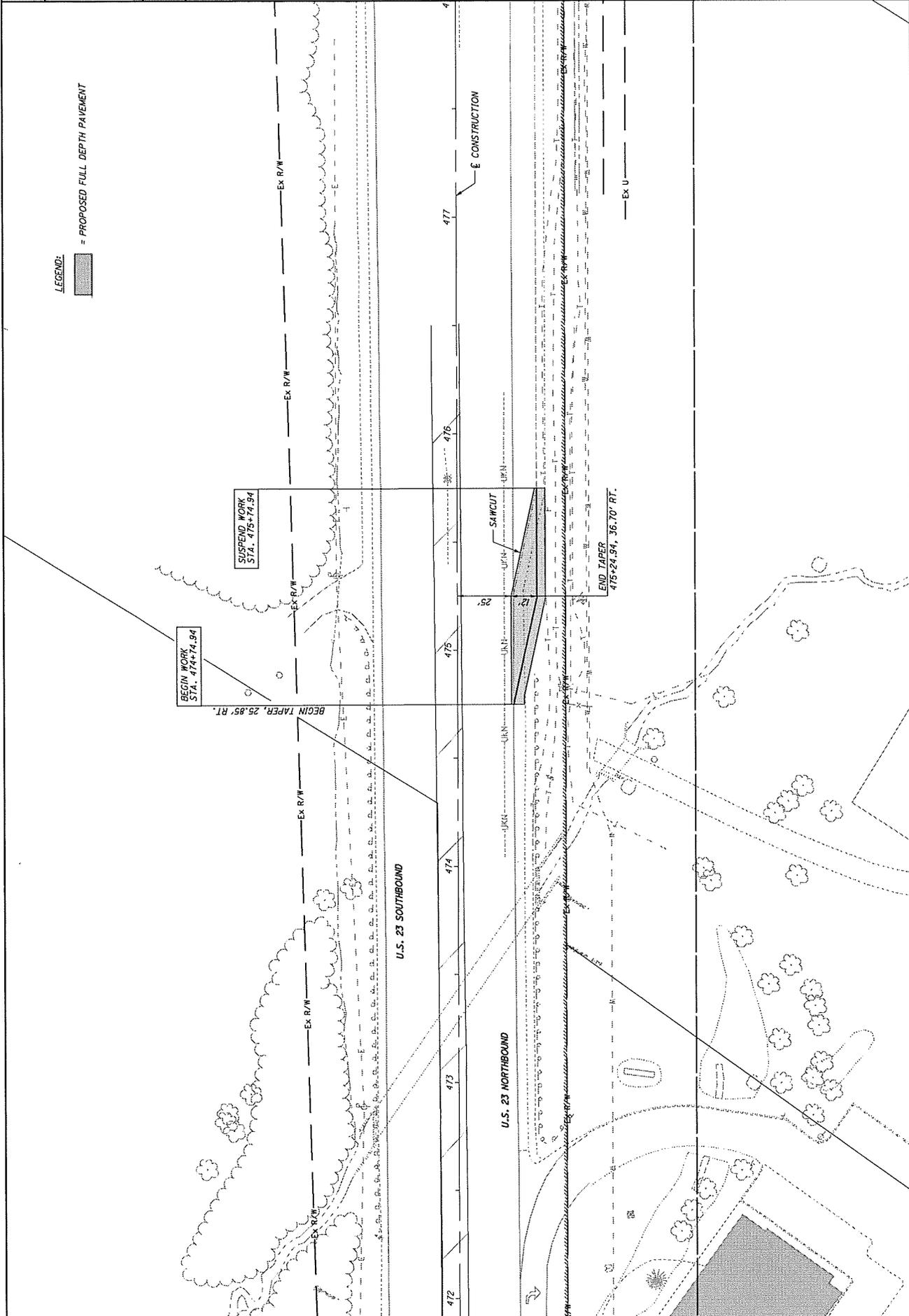
DATE: 08/14/2017
PROJECT: MEERK WAY WIDEN SECTION
DRAWN BY: J. COUGHLIN

DATE: 08/14/2017
PROJECT: MEERK WAY WIDEN SECTION
DRAWN BY: J. COUGHLIN

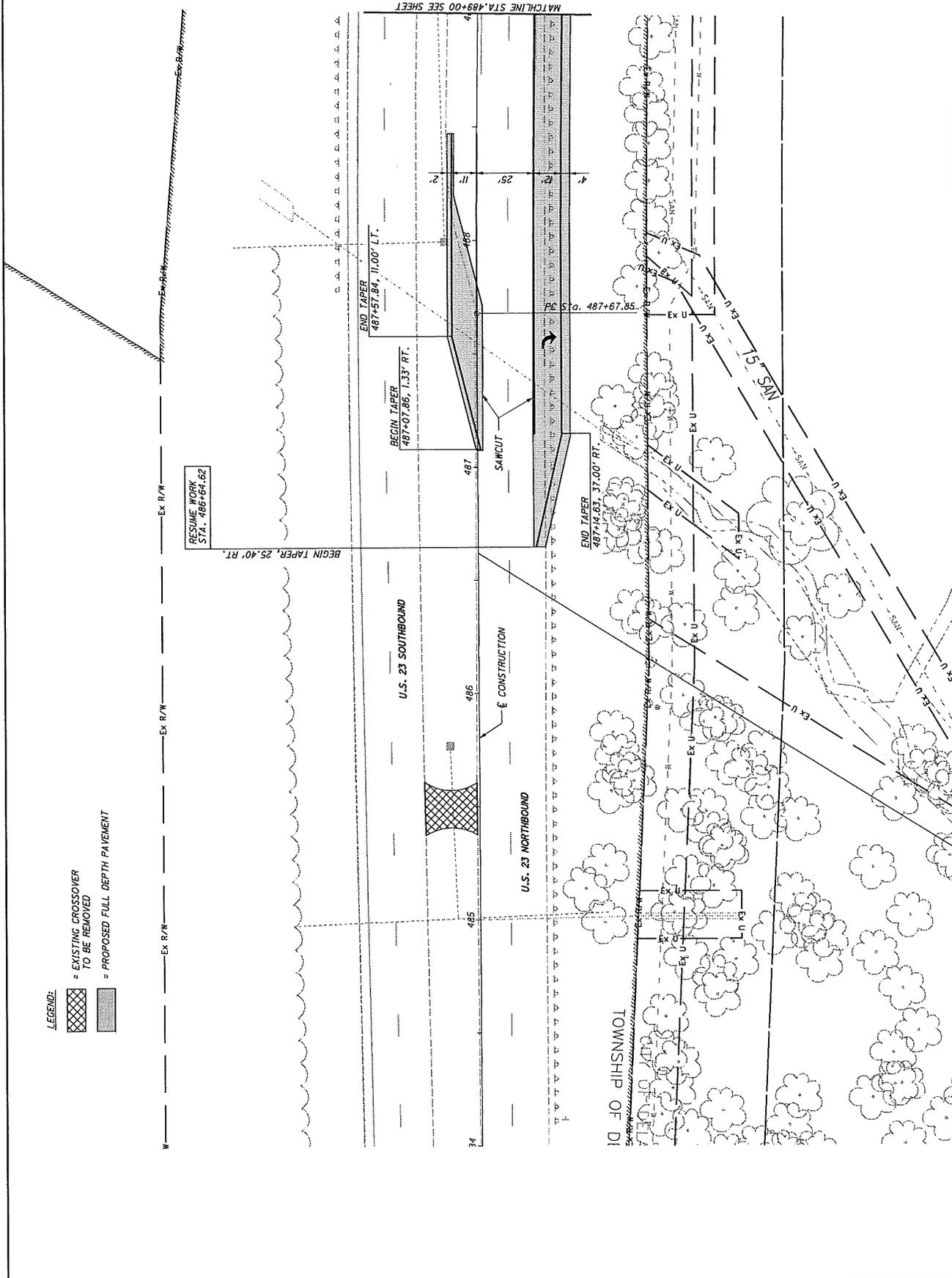
DATE: 08/14/2017
PROJECT: MEERK WAY WIDEN SECTION
DRAWN BY: J. COUGHLIN

DATE: 08/14/2017
PROJECT: MEERK WAY WIDEN SECTION
DRAWN BY: J. COUGHLIN

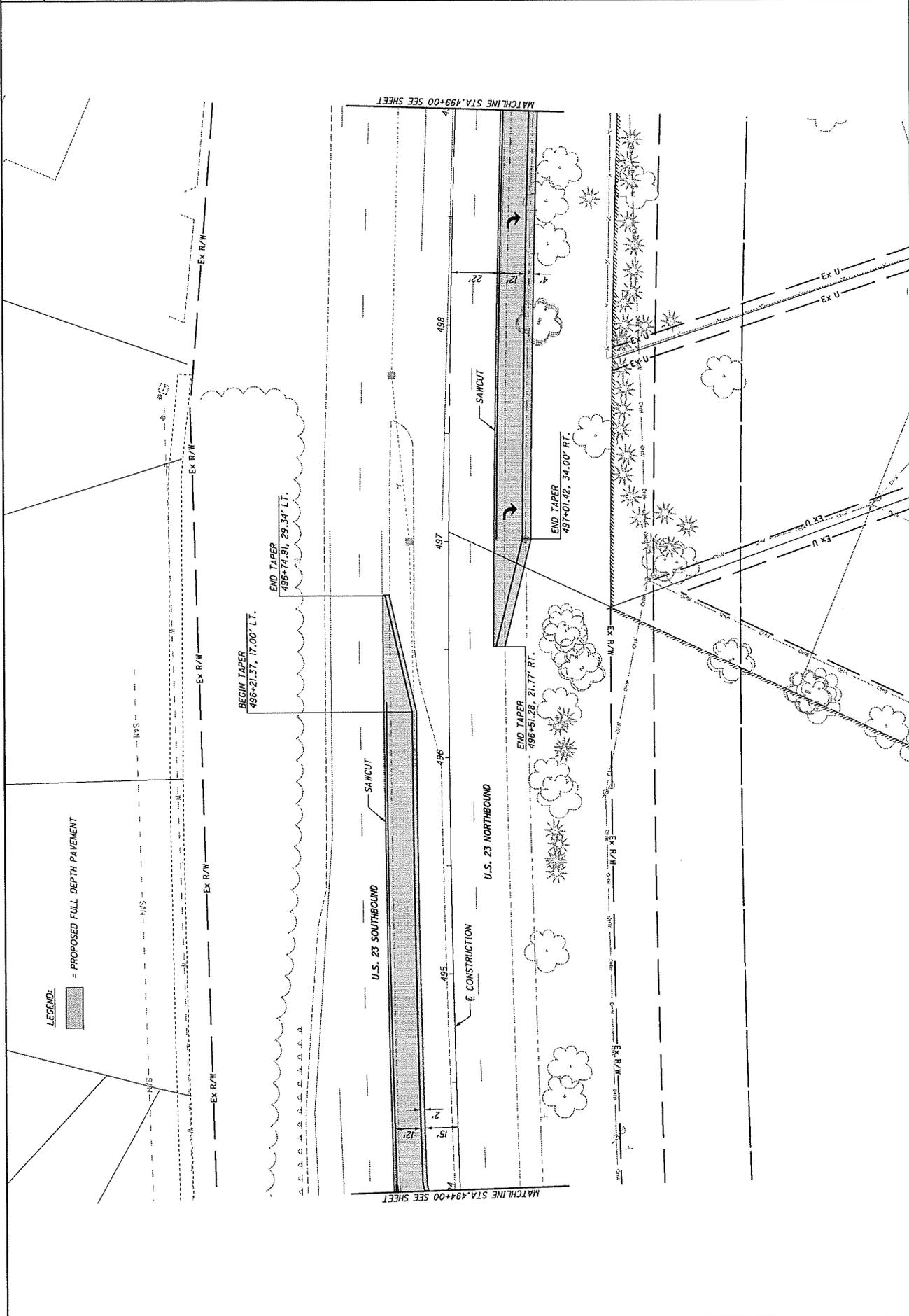
DATE: 08/14/2017
PROJECT: MEERK WAY WIDEN SECTION
DRAWN BY: J. COUGHLIN



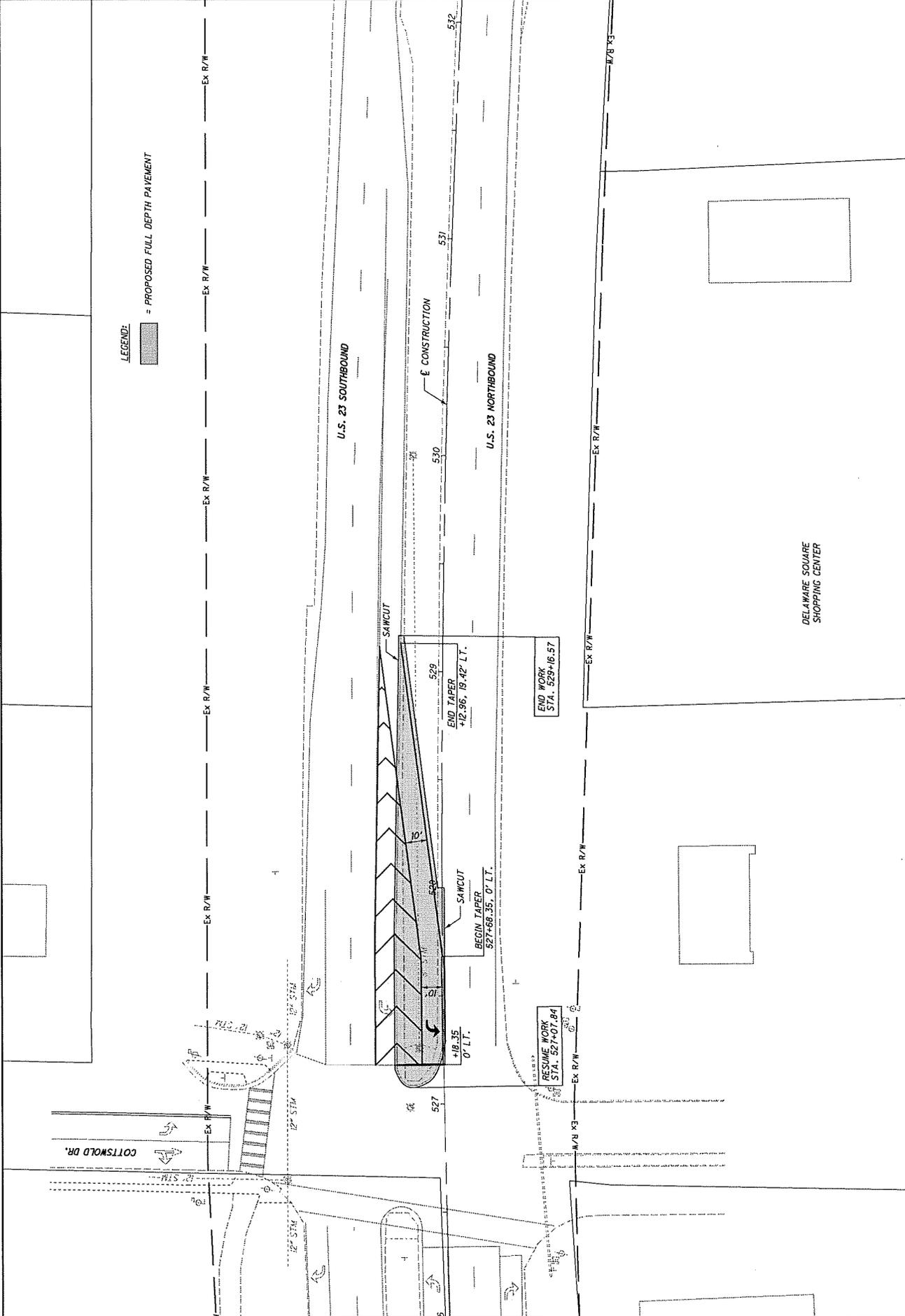
ms consultants, inc.

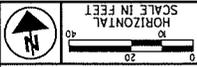


LEGEND:
 = EXISTING CROSSOVER TO BE REMOVED
 = PROPOSED FULL DEPTH PAVEMENT



ms consultants, inc.





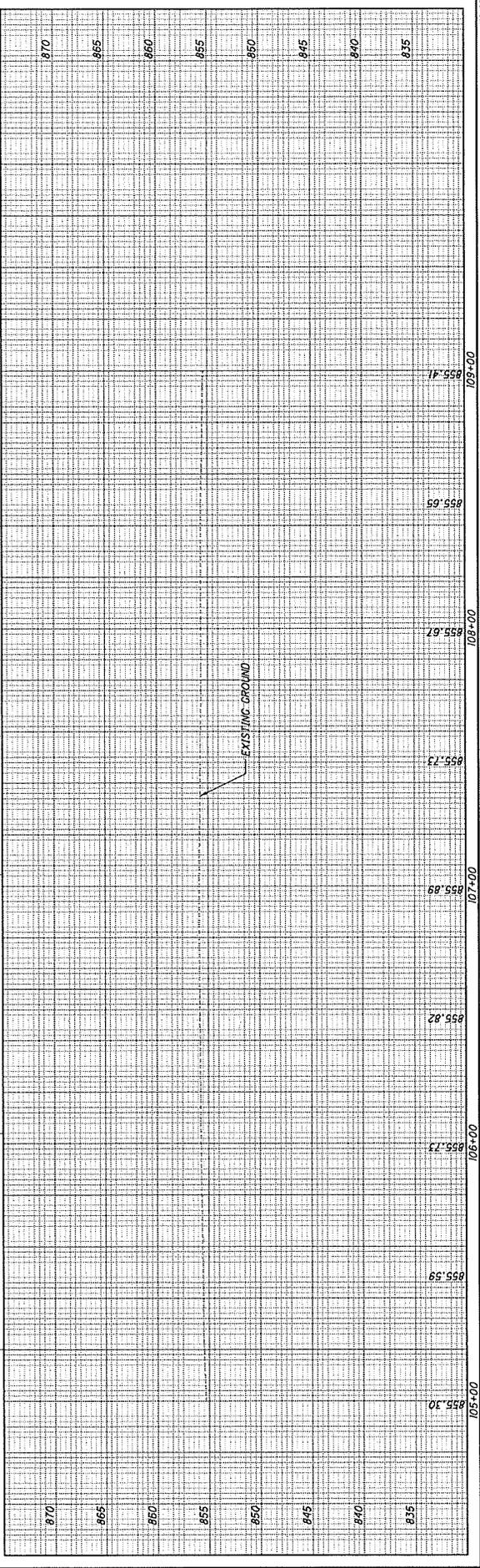
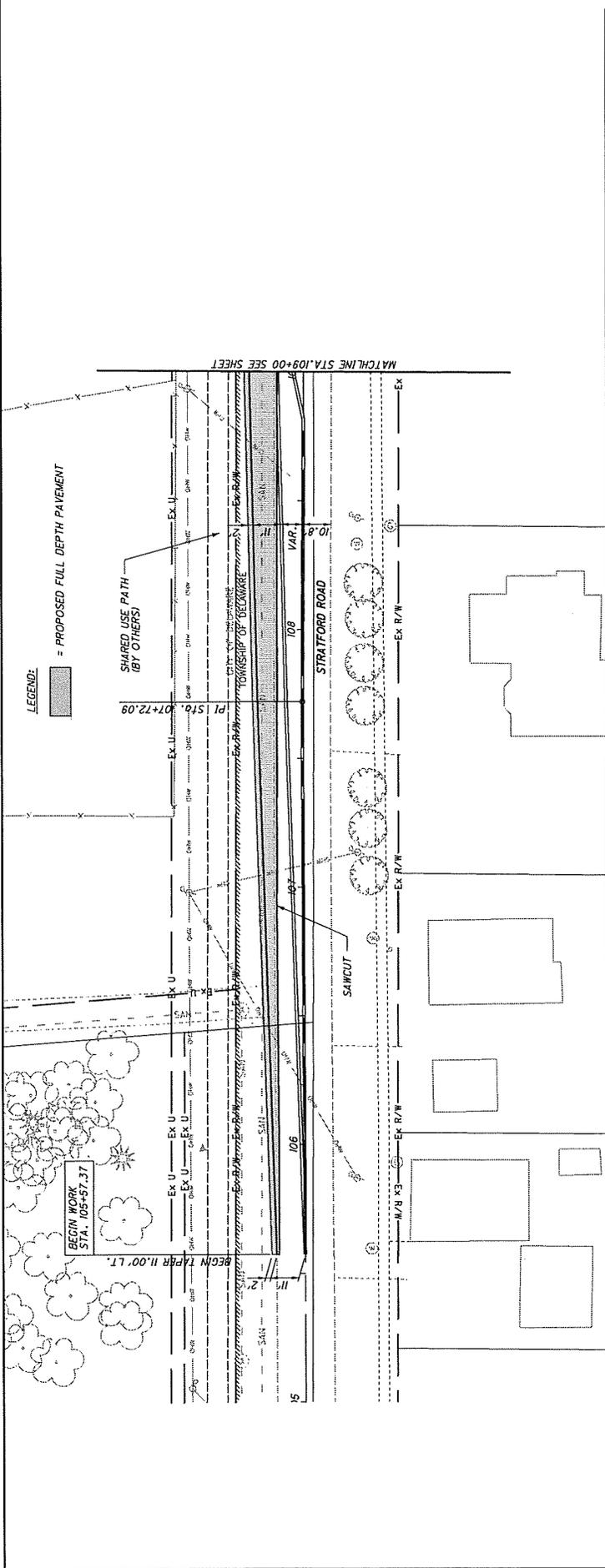
CHECKED
SCALE IN FEET

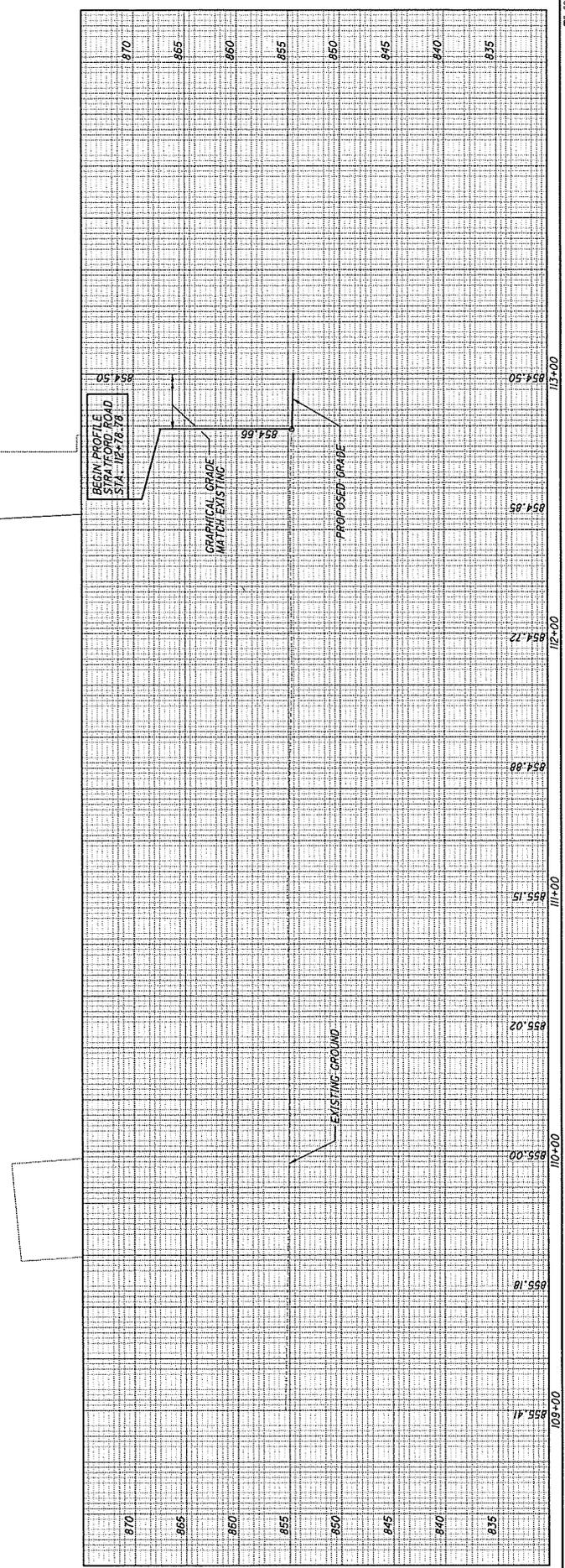
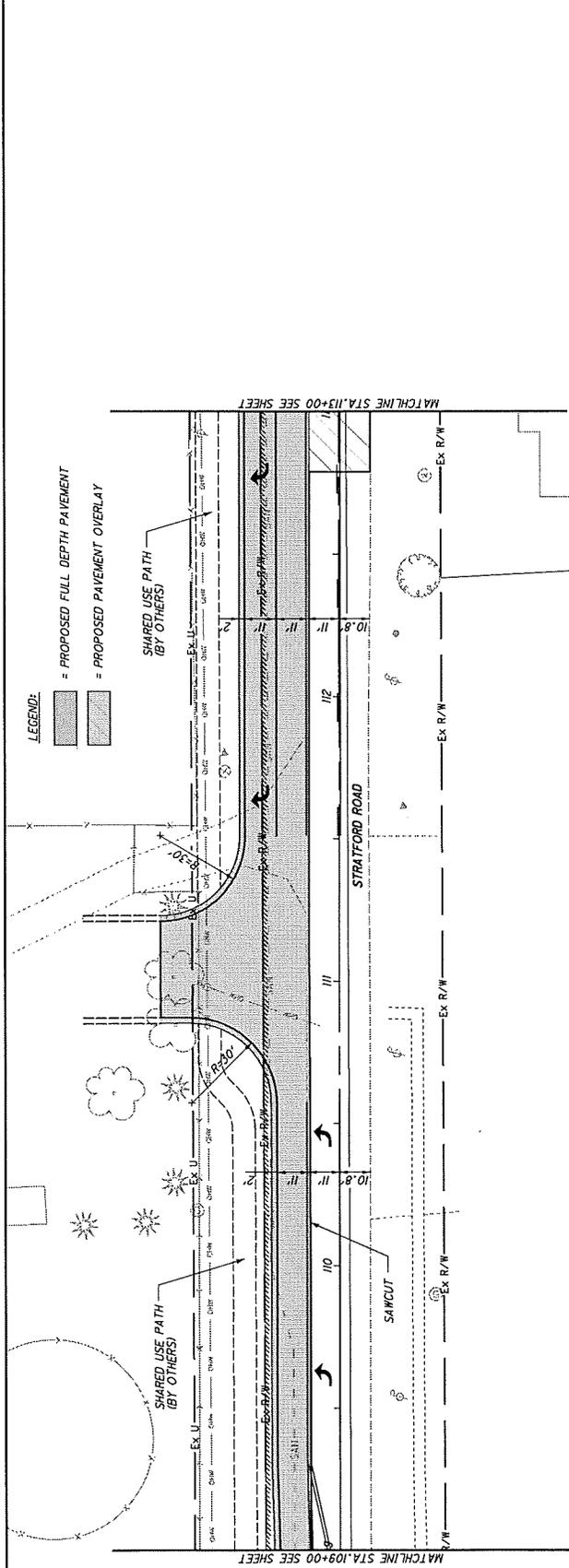
STRATFORD RD. PLAN AND PROFILE
STA. 105+00.00 - STA. 109+00.00

COUGHLIN'S CROSSING

13
20

me consultants, inc.





CASE NUMBER: 2017-0731
REQUEST: Concept Plan Review
PROJECT: Burr Oak Commons
MEETING DATE: May 3, 2017

APPLICANT/OWNER

Treplus Communities
1515 Lakeshore Drive, Suite 225
Columbus, Ohio 43204

REQUEST

2017-0731: A request by Treplus Communities for a Concept Plan Review for Burr Oak Commons on approximately 20.06 acres zoned B-3 (Community Business District) located on the north side of SR 37 just west of Westfield Shopping Center and just east of Lantern Chase Subdivision.

PROPERTY LOCATION & DESCRIPTION

The subject 20 acres is located north of SR 37 between Westfield Shopping Center and the Lantern Chase subdivision. The subject site is zoned B-3 (Community Business District). The properties to the north and west are zoned R-3 (One-Family Residential), the properties to the east are zoned R-6 (Multi-Family Residential District) and B-3 and the property to the south is zoned R-6.

BACKGROUND/PROPOSAL

A concept plan is just as the name suggests – a potential concept development. According to past practice and City of Delaware code, a concept plan represents a non-binding, informal opportunity for an applicant to receive non-binding feedback from Staff and the Planning Commission as well as the public to the extent the Planning Commission allows comment. No action is expected or taken and, again, the comments are non-binding and informal in nature. The Concept review can help to highlight areas of concern and/or any major red flag issues. Neither the applicant nor staff shall be bound by any aspect of concept plan review and the applicant shall not rely on such to indicate potential subsequent approval or disapproval by the City should formal applications be submitted subsequently. This has been communicated throughout the process to the applicant and their team and has been acknowledged by them.

Treplus develops, builds and holds apartment projects for residents aged 55 and older who are a renter by choice who wants flexibility, carefree living and the ability to age in place, while achieving compliance with the Housing for Older Persons Act of 1995 (HOPA). Therefore, the developer is proposing a zoned change to B-3 PMU (Community Business District with Planned Mixed Use Overlay District) from the current B-3 zoning on the subject 20.06 acre site to allow 92 single story apartments (approximately 4.58 units per acre) that are universal designed one, two and two plus bedrooms ranging from 1200-1600 square feet. There would be 25 apartment buildings with a clubhouse and associated tenant and visitor parking. Access to the development would be from a proposed curb cut on SR 37 and an access easement through the Westfield Shopping Center while providing easements for a bike/pedestrian path along SR 37 per the proposed Bikeway 2025 Plan.

STAFF ANALYSIS

- **COMPREHENSIVE PLAN:** The Comprehensive Plan Map recommends a future land use of Mixed Use for the subject site in the Delaware Run Sub-Area. The mixed use designation is defined as a mix of land uses on an individual site that provides a transition to adjacent land uses, using creative site design approaches. Specific to the overall sub-area in which the property is located, the Delaware Run Sub-Area, the Comprehensive Plan contains the following land use recommendations that are applicable to this site:
 - LU27.1 The completion of current residential developments is supported. The construction of new residential developments is supported if the densities are consistent with the recommendations of the Future Land Use Map.
 - LU27.5 Institutional uses, such as senior residential, are supported in the subarea.

In conclusion, although the proposed apartment complex, Lantern Chase Subdivision and Westfield Shopping Center are developed on different parcels at different times by different developers but would be considered a single mixed use development if developed concurrently per today's standards and would create a traditional buffer from the existing single family development (Lantern Chase) to a commercial development (Westfield Shopping Center) on the subject vacant parcel. Therefore, it appears the proposed apartment development would likely be more compatible with the Land Use Plan than most commercial uses currently allowed on B-3

zoned property with a proposed apartment development of appropriate size, scale, buffering and building materials to the adjacent single family residential development to the north and west.

- **ZONING:** As previously mentioned, the zoning for the subject site is B-3 which does not permit residential uses; therefore a zone change would be required. Staff has suggested the applicant pursue a Planned Mixed Use (PMU) Overlay. The PMU Overlay gives the greatest flexibility yet the most control to the City and the Applicant over the redevelopment of the property. This is the only true planned district in the City of Delaware zoning toolbox that allows an Applicant and the City to craft a zoning solution unique to the site and needs of a particular development. In this instance, the preservation of a highly sensitive property and required buffering adjacent to single family residential uses can be most effectively achieved by using a PMU Overlay rather than simply applying a different base or overlay district available for consideration under the current Zoning Code. The PMU approach, through a negotiated process, allows the applicant to craft a zoning text that is able to support a different development pattern while ensuring the City has retained, and in many cases gained, control of the development to ensure a very specific and higher quality development than which could otherwise be achieved through a base zoning district. If this project moves forward and requires a rezoning, in the opinion of Staff, this is the appropriate zoning for this very unique property though the applicant is always free to submit an application for any change. The City is under no obligation to approve a requested rezoning but it must carefully and reasonably weigh all relevant facts, testimony, and all guiding policies (such as all of the relevant goals and objectives in the Comprehensive Plan) and find that these have been satisfied on balance (or not) by any applicant in order to justify the requested change. The applicant does have certain rights of use and development available under the current B-3 zoning district. The B-3 zoning district permits several as-of-right and conditional commercial uses but not any residential uses.
- **GENERAL ENGINEERING:** The applicant needs to obtain engineering approvals, including any storm water and utility issues that need to be worked out through the Engineering and Utilities Departments. All comments regarding the layout and details of the project are preliminary and subject to modification or change based on the final technical review by the Engineering Department once a complete plan set is submitted for review.

The Engineering Department prepared a Preliminary Engineering Services Technical Review for the Concept Plan proposal (see attached memo). This review outlines the preliminary engineering comments related to transportation, sanitary sewer collection, storm water management, water distribution and other items. All comments of this review must be satisfactorily addressed. More specifically, a preliminary storm water management plan would be required prior to submittal of any preliminary plans for zoning approval. .

- **ROADS AND ACCESS:** The site would have primary access from a proposed full movement curb cut on SR 37 and secondary access from a recorded easement through the Westfield Shopping Center. A left hand turn lane on eastbound SR 37 would be constructed by the developer. The looped internal roads would be private but would have to be constructed to public standards. A third emergency access only point is being vetted along the north side of the development that would access Farmland Drive in the Lantern Chase subdivision. At a minimum the access point would be 5 feet wide for pedestrians and at a maximum wide enough for a fire truck. The access point would be just west of the Lantern Chase detention basin area which is owned by the subdivision's Homeowners Association. All streets and sidewalks would be private within the development but would have to be built to public standards. The entire development would have to achieve compliance with the minimum engineering, public works and fire department requirements.
- **PEDESTRIAN CONNECTIVITY:** External and internal pedestrian connectivity would be required for the proposed development. A bike path along SR 37 stubs into this site from the Westfield Shopping Center and is proposed to extend west through this site and the Lantern Chase subdivision to the western boundary line of the City. The City is requesting easements along SR 37 be dedicated for the City to construct the proposed bike path in 2017.

The developer is proposing a five foot wide pedestrian path from the northern portion of the development via the aforementioned emergency access from Farmland Drive in the Lantern Chase Subdivision through the western portion of the site to the bike path along SR 37 and to the Westfield Shopping Center via the secondary access road. Staff recommends the proposed internal location should be vetted with all City departments, the developer and the adjacent residential developments to ensure an alignment that is appropriate for all impacted stakeholders.

- **SITE CONFIGURATION:** As mentioned earlier, the primary access point from SR 37 and the secondary access point from Westfield Shopping Center converge just north of the proposed retention pond that fronts SR 37 and then extends north into the 25 building 92 unit development. Each unit would have a patio or deck depending on the grade. The private road would loop the site with apartment buildings on the exterior of the site with two roads and an alley that bisects the aforementioned loop road with apartment buildings located adjacent to the roads and alley. A clubhouse would be located just north of the primary and secondary road intersection into the development with 20 parking spaces. The entire development would have 371 parking spaces with 164 garage spaces (i.e. a one bedroom apartment equals a one car garage and a two bedroom apartment equals a two car garage), 164 drive way spaces (one per bedroom), 23 overflow spaces and 20 spaces at the clubhouse.

The 92 units in 25 buildings (between 2 and 6 unit buildings) would be divided into 20 one bedroom units, 34 two bedroom units and 38 two plus bedroom units. This equates to approximately 80% two bedroom and 20% one bedroom units. Each unit would have an attached garage and would encompass between 1,200 to 1,600 square feet. The unit amenities include gourmet kitchens with stainless steel appliances, granite countertops, universal design which includes no step showers/entrances, lever doors, wide halls and LED lights, trash totes placement to and from garages, bulk removal, on-site management and in home check-in for traveling residents. The clubhouse would include a fitness center, business center, club rooms for cards, yoga, book club, events activities, patio with fire pit, and a café with Wi-Fi.

- **BUILDING DESIGN:** While the PMU Overlay has many benefits for both the City and the Applicants, perhaps the most significant benefit is the architectural and landscaping design control it allows the City and negotiated flexibility it offers the applicants to produce a development that is better than one that would be executed under a base zoning designation. The City has extensive design requirements for multi-family developments which generally require 100% natural materials on all four sides with overhangs, window/door trims, and other architectural elements. The developer's proposed conceptual elevations portray a modern architectural style. The specific building materials are not identified but appear to include limestone wainscoting and accents, minimum overhangs, window trim, garage doors with windows which are typical minimum requirements as mentioned above. Staff highly recommends the renderings and development text be submitted for review prior to any rezoning submittal of all the multi-family buildings.
- **LANDSCAPING & SCREENING:** By code, the applicant is required to plant street trees, foundation landscaping and perimeter mounding and buffering. Conceptually the plan identifies street trees and a 30 foot wide buffer with mounding and trees adjacent to the single family homes to the north and west. Staff suggests a minimum 40 foot wide buffer (that does not include decks and patios) with a minimum 6 foot high mound with minimum 6 foot high evergreen trees planted 20 feet on center in a staggered alignment adjacent to the single family residents to the north and west to create a continuous buffer. A landscaping plan would be required with any rezoning and preliminary development plan and ultimately would have to reviewed and approved by the Shade Tree Commission.
- **TREE REMOVAL & REPLACEMENT:** The site has wooded areas in the southern portion of the site along SR 37, along the eastern boundary adjacent to the existing apartments and scattered throughout the site. The applicant would have to provide a tree survey for the entire site to document the total number of trees and caliper inches. The preliminary development plan would need to identify which trees are being preserved and which trees are being eliminated and any removal and replacement would need to achieve compliance with Chapter 1168 Tree Preservation Requirements and as ultimately required through the PMU process. Staff believes the trees in the southern portion of the site should be placed in a permanent tree preservation easement or preserve and could potentially be counted then toward the removal of any trees in the PMU designation.
- **GATEWAYS & CORRIDORS PLAN:** This proposed development would be required to achieve compliance with the adopted Gateways & Corridors Plan pertaining to any ground signs.
- **LIGHTING:** At this point in the process the lighting plans were not submitted, but would be required for the private streets and parking lots at preliminary development plan submittal. All lighting plans would need to be submitted, reviewed and approved by the Chief Building Official per the zoning code.

Burr Oak Commons

May 2017

• Summary

- Rezoning these 20.06 acres from B-3 Community Business provides a unique opportunity to:
 - Bring 92 single story units that are Universal Design 1, 2 and 2+ bedrooms ranging from 1200-1600 square feet
 - Provide right-of-way access to advance the City of Delaware's planned improvements for bicyclists and pedestrians from Lantern Chase to the Westfield Shopping Center and the YMCA;
 - Buffer the Lantern Chase community of single family homes from commercial development;
 - Provide a 55+HOPA Compliant project to the City of Delaware
 - Burr Oak will not provide any medical services or meals.
 - However, Burr Oak will be desirable to people looking at CCRC (continuing care retirement community) projects such as Willowbrook.

• Developer Review

- Treplus strives to be the premier apartment community developer for the discerning baby-boomer, a renter-by-choice who wants flexibility, care-free living, and the ability to age in place.
- Treplus develops, builds and holds apartment projects for residents aged 55 and older
 - Treplus takes the extra steps to manage its properties in compliance with the Housing for Older Persons Act of 1995 (HOPA)
 - Residents in a Treplus community avoid maintenance work and costs – and are willing to pay up to \$2,200/month for this flexibility and ease of living
 - Programming is centered around a Commons and a Community Garden.
 - Otherwise, Treplus tries to integrate with and support existing community resources as far as retail and recreation.
 - Examples of such community resources in Delaware include the Westfield Shopping Center and YMCA on Houk Road, Ohio Wesleyan University and SourcePoint. SourcePoint and Treplus have complimentary goals - the slogan from SourcePoint's rebranded marketing strategy is "Thrive after 55".

• Burr Oak as a development

- Site Plan Overview
 - 92 Unit
 - Rents \$1,700 and \$2,200 per month
 - Spacious one story units
 - Pet friendly
 - Attached Garages
 - Amenities and Concierge Services
 - Onsite staff and maintenance

- Universal Design: no step showers/entrances, lever doors, wide halls, LED lights
 - Product designed for aging in place.
 - Treplus expects to have long term residents with low turnover.
 - Treplus will provide a high level of service –
 - Trash totes placement to and from garage, bulk removal
 - Onsite management
 - In home check-in for traveling residents
- Unit floor plans will include:
 - 1, 2 and 2+ bedroom and bath with a half bath
 - Attached garage
 - Oversized units ranging 1200-1600 square feet
- Commons / Community Garden
 - Fitness Center,
 - Business Center,
 - Club room for cards, yoga, book club, events, activities, programming, patio with fire pit (on the back side of the community center by shopping center), café with Wi-Fi
- Garage- 1 or two spaces on the apron, extra parking throughout the development
- Gourmet Kitchens with stainless steel appliances, granite countertops
- Private porch entrances and private patios

- **Burr Oak and Lantern Chase as part of a larger mixed use community**

- Except for vehicular traffic (from Merrick Blvd. and Houk Road to the north, and State Route 37 to the south, a distance of approximately 0.7 mile) Lantern Chase is cut off from the Westfield Shopping Center and the YMCA.
- In return for the City rezoning these 20.06 acres and granting full access onto SR 37, Treplus would be willing to:
 - grant a right-of-way along SR 37 for the City to use in completing its planned bicycle and pedestrian way;
 - install a left turn lane (so long as the City does not require additional traffic studies).
- Further, because the southern part of Lantern Chase community (the homes along Lantern Chase Drive) is not part of a grid network, secondary emergency access from Merrick Blvd. is nearly a mile away (approximately 0.7 mile).
 - The 20.06 acre site has two points of access, at SR 37 and also by way of a private easement through the Westfield Shopping Center (recorded at OR 45, PG 265 on 8/9/2000).
 - For a third access point for both Lantern Chase and Burr Oak, if the Lantern Chase HOA desired to grant an easement over a Lantern Chase common area (PID 51932015045000), Treplus would be willing to improve the easement with a roadbed sufficient to support emergency vehicles and collapsible bollards to prevent regular vehicular traffic.
 - The Board of the Lantern Chase HOA, under its recorded deed restrictions (CCRs) and the Ohio Revised Code, has the ability to grant an easement to governmental authorities, and police and firemen are specifically within the grant under the CCRs.

Manos, Martin & Pergram Co., LPA

Attorneys at Law

50 North Sandusky Street
Delaware, Ohio 43015-1926
Fax 740-362-3288

Andrew P. Wecker
740-363-1313, ext. 217
e-mail: awecker@mmpdlaw.com

April 11, 2017

BY EMAIL & HAND DELIVERY

David M. Efland, AICP
Director of Planning & Community Development
City of Delaware
1 South Sandusky St.
Delaware, OH 43015

Re: The Burr Oak Commons
Rezoning Application for 20.06 acres at ____ SR 37
Delaware County Auditor's PID 51932001014000

Dear David:

Arthur Partners, LLC (dba Treplus Communities, "Treplus") is under contract to purchase the subject property from Troy Farms of Delaware, LLC.

Treplus plans to be the premier apartment community developer meeting the needs of the discerning baby-boomer, a renter-by-choice who wants flexibility, care-free living, and the ability to age in place. Treplus develops, builds and holds apartment projects designed according to Universal Access principles for residents aged 55 and older, in compliance with the Housing for Older Persons Act of 1995 (HOPA).

The contemplated project is essentially an infill project, currently zoned as B-3 Community Business to permit a wide range of businesses, such as automobile and RV sales, building heights up to 40' and minimal setbacks. Even though much of the upland portion of the property is level, a relatively steep change in elevation on the southern edge from SR 37 and a stream along the eastern edge present some challenges. The proposed project has two points of access, at SR 37 and also by way of a private easement through the Westfield Shopping Center (recorded at OR 45, PG 265 on Aug. 9, 2000).

Treplus proposes to develop on this parcel Burr Oak Commons:

- 92 Units
- Rents between \$1,700 and \$2,200 per month
- Spacious one-story units, with private entrances and private patios, gourmet kitchens with stainless steel appliances, granite countertops, attached garages with 1 or two spaces on the apron, and extra parking throughout the development
- Pet friendly
- Universal Design: no step showers/entrances, lever doors, wide halls, LED lights
- Unit floor plans will include:
 - 1 bedroom with 1.5 baths,
 - 2 bedrooms with 2.5 baths, and
 - 2+ bedrooms with 2.5 baths
- Commons / Community Garden

Manos, Martin & Pergram Co., LPA

Attorneys at Law

David M. Efland, AICP
Director of Planning & Community Development
City of Delaware

Page 2

April 11, 2017

- o Fitness Center,
- o Business Center,
- o Club room for cards, yoga, book club, events, activities, programming, patio with fire pit (on the back side of the community center by Westfield Shopping Center), café with WiFi

Programming will be centered around a Commons and a Community Garden. Otherwise, Treplus tries to integrate with and support existing community resources as far as retail and recreation. Examples of such community resources in Delaware include the Westfield Shopping Center and YMCA on Houk Road, Ohio Wesleyan University and SourcePoint. SourcePoint and Treplus have complimentary goals - the slogan from SourcePoint's rebranded marketing strategy is "Thrive after 55".

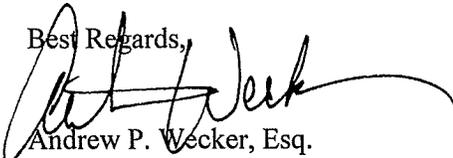
To that end, please find enclosed the following:

- 1. Master Application Form**
- 2. A bullet point summary with additional detail on the proposed Burr Oak Commons,**
- 3. The latest version of the site plan for Burr Oak Commons to incorporate comments we have received from the community and city staff over a series of meetings,**
- 4. Architectural elevations for Burr Oak Commons, and**
- 5. \$500 check payable to the City of Delaware (on Arthur Partners, LLC check # 75613)**

In addition to the hard copies, I will also email you PDFs. Please reply by email to confirm receipt and that Burr Oak Commons will be on a May meeting agenda for the planning and zoning commission.

We have enjoyed working with you to get to this point, and we look forward to working with staff, the planning and zoning commission and city council.

Best Regards,



Andrew P. Wecker, Esq.

Enclosures:

As previously stated

c: Dr. John Melvin, M.D., Seller's President
Doug Davis, Seller's Agent
Jane Arthur Roslovic

PRELIMINARY ENGINEERING SERVICES TECHNICAL REVIEW

ANNEX/REZONING
 CONCEPT PLAN
 PRELIM DEVEL PLAN
 OTHER

PROJECT	Burr Oak		
LOCATION	East of Lantern Chase Dr, North of SR 37, West of existing Westfield shopping center		
DEVELOPER	Treplus		
PREPARED BY	Carrie Fortman/Matt Weber	DATE:	4/27/2017

This report is provided to serve as an overview of critical (red flag) technical issues associated with the proposed development project. The comments are to be considered general in nature and are presented in order to identify critical technical matters that require specific consideration during the planning and engineering review process. The report is not intended to identify all technical requirements and issues, and additional comments are to be expected following the submission of a complete set of engineering plans and associated supporting reports and technical documentation, for a detailed review by the City Engineering Department. Preliminary Technical Reviews are performed during initial project development phases only.

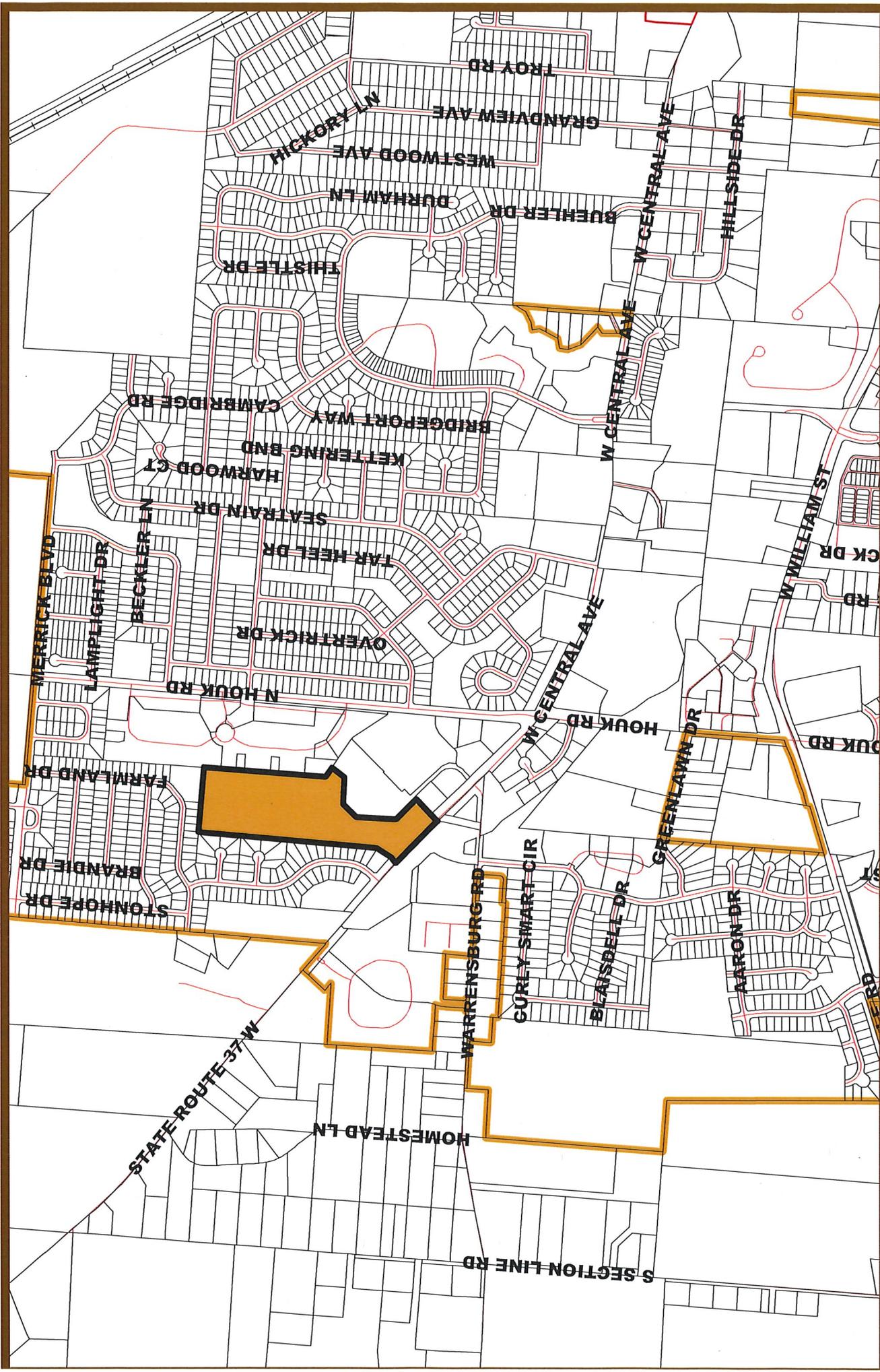
Transportation Overview

1.	Impact on existing roadways, intersections, pavement condition: One access is permitted onto SR 37 (City of Delaware jurisdiction). Second access through Westfield shopping center.
2.	Traffic impact study (TIS) considerations: Treplus has committed to design and construction of an eastbound left turn lane, as such the TIS has been waived in place of this commitment.
3.	Right-of-way requirements: A. Developer to dedicate necessary temporary and permanent easements for bike path improvement across the frontage (US 37). B. Developer to dedicate necessary right-of-way for the eastbound left turn lane.
4.	New roadway infrastructure requirements: Streets will be private, however they must be constructed to public street standard pavement section and turning radii (i.e., must support and accommodate Fire Ladder truck)
5.	Special pedestrian & bikeway facilities: A. Sidewalks are to be provided throughout the development on at a minimum one side of all private roadways. B. Sidewalk connection from the development to the Westfield shopping center, as well as to the (future) bike path along SR 37 shall also be provided. C. Ideally, connection is also to be made via a minimum 5-FT wide path with Lantern Chase sub-division, tying into existing sidewalk along Farmland Dr. Developer should be encouraged to make this connection with the Lantern Chase HOA.
6.	Funding involvement (CDA, Tif, Contributions): Not Applicable.

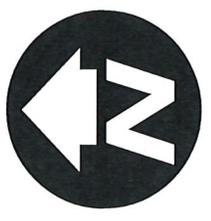
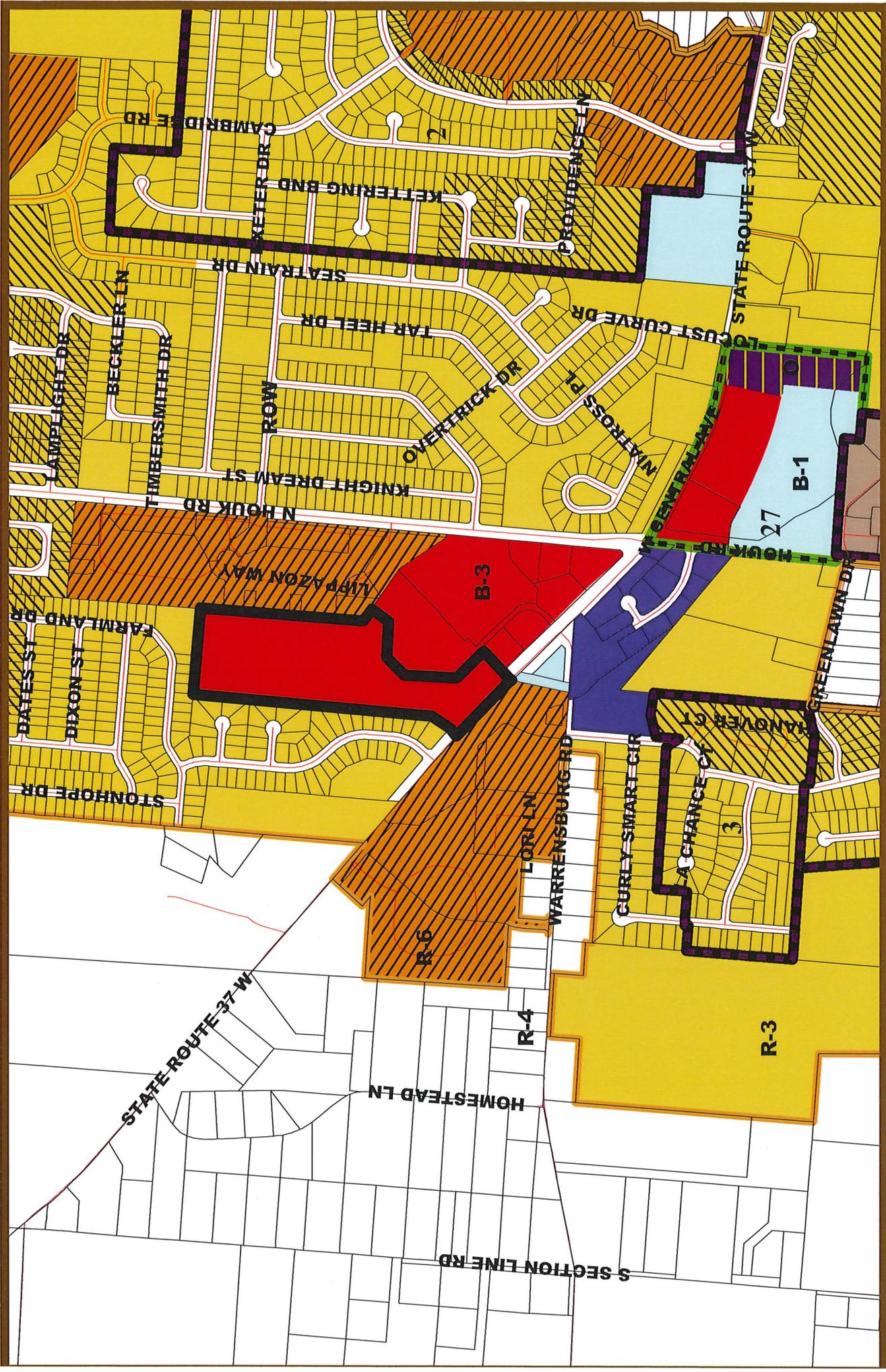
Sanitary Sewer Collection

1.	Availability of sewer access adjacent to site: 18" Sanitary Main line is present along SR 37.
2.	Required off-site sewer line extensions: None.
3.	Tributary area considerations: Service to be to this site only with private lines.
4.	Special assessment district requirements: Not Applicable.

Storm Water Control	
1	Tributary area considerations and requirements: Offsite areas are already running through modern designed detention systems. Outfall for this site is the stream on site.
2	Existing storm water conditions and issues: There is a stream along east side of the site, running north-south, that is to be classified and acknowledged by Ohio EPA.
3	BMP requirements: Mitigate any repair setback and intrusions per the Olentangy permit and City of Delaware Design Guide.
Water Distribution System	
1.	Availability of water supply access adjacent to site: 12" Water main is present along SR 37.
2.	Required off-site water line extensions: None.
3.	Tributary area considerations: Service to be to this site only with private lines.
Special Land Development Requirements	
1.	
2.	
3.	

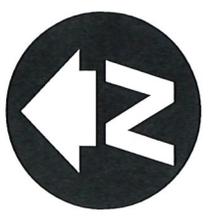
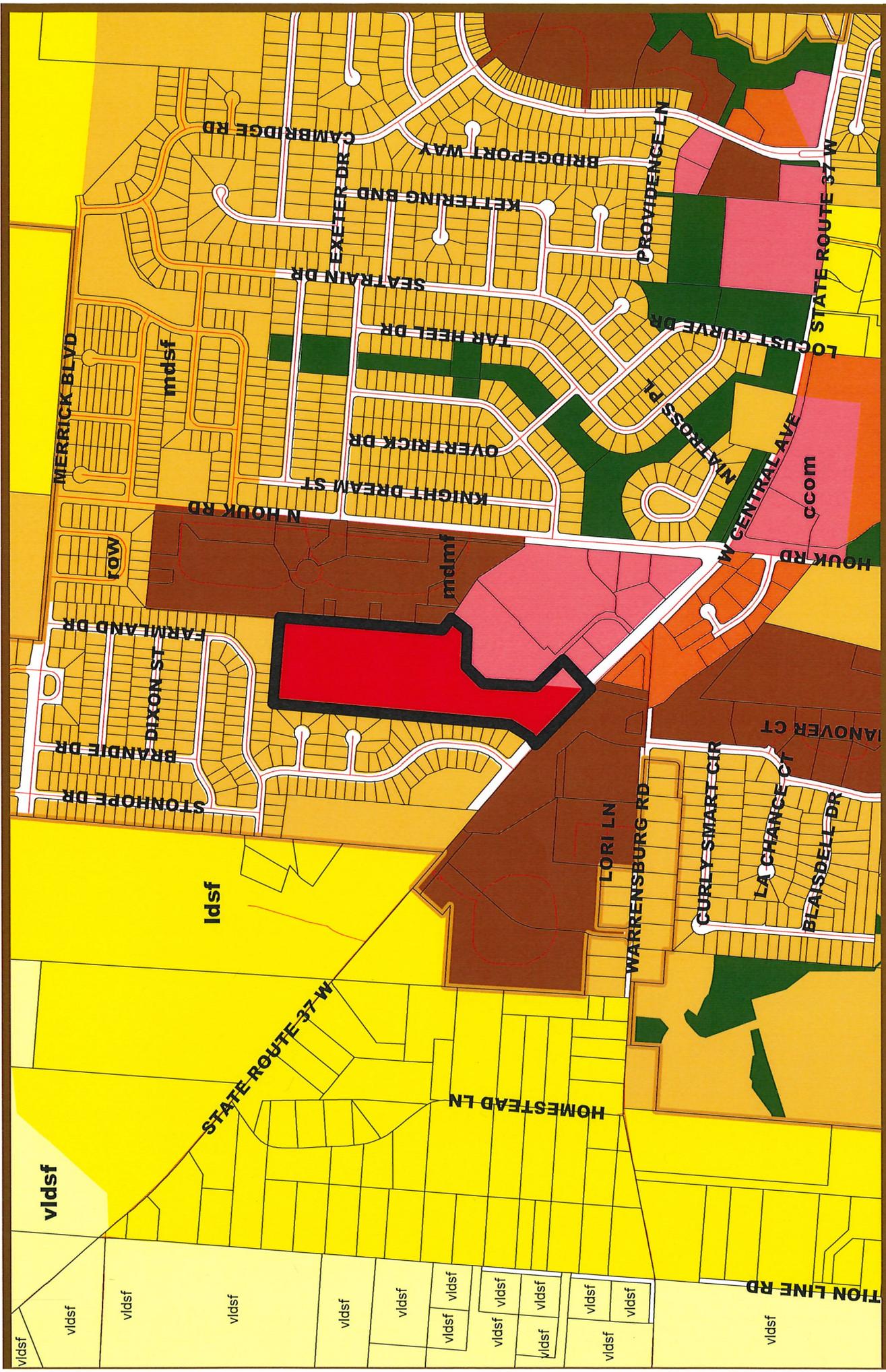


2017-0731
 Concept Plan Review
 Burr Oak Commons
 Location Map

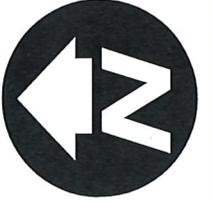


2017-0731
 Concept Plan Review
 Burr Oak Commons
 Zoning Map





2017-0731
 Concept Plan Review
 Burr Oak Commons
 Comprehensive Land Use Plan



2017-0731
Concept Plan Review
Burr Oak Commons
Aerial (2016)



think. create. do.

BURR OAK COMMONS (BY THE NUMBERS)

92 TOTAL NUMBER OF UNITS

- 20 01 BEDROOM
- 34 02 BEDROOM
- 38 2+ BEDROOM

371 TOTAL NUMBER OF PARKING SPACES

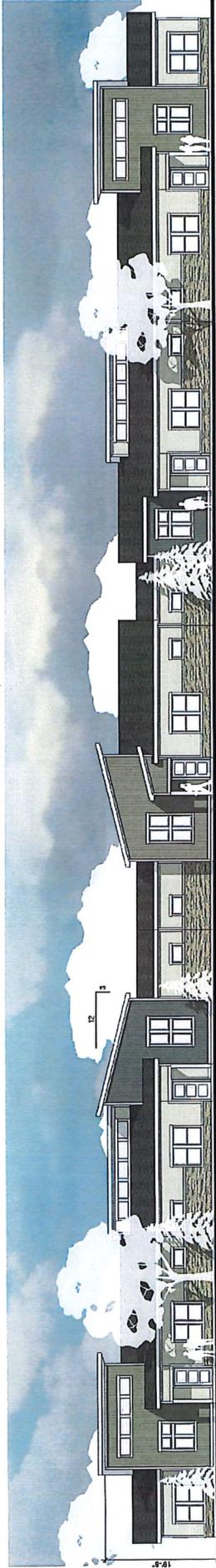
- 164 GARAGE (ONE PER BD UNIT)
- 164 DRIVEWAY (ONE PER BD UNIT)
- 020 COMMONS
- 023 OVERFLOW (LOCATED THROUGHOUT SITE)

--- PEDESTRIAN CONNECTIVITY

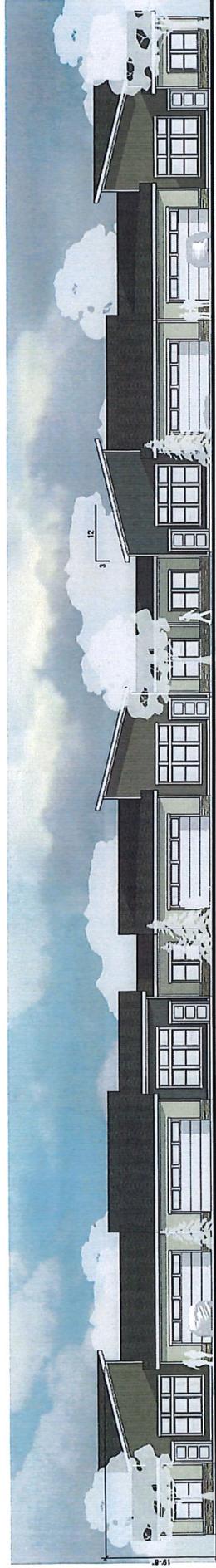


PROPOSED SITE PLAN
SCALE: 1" = 80'-0"

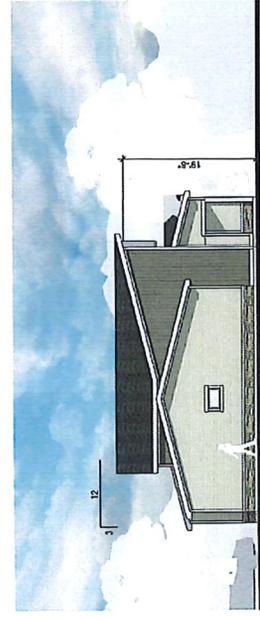
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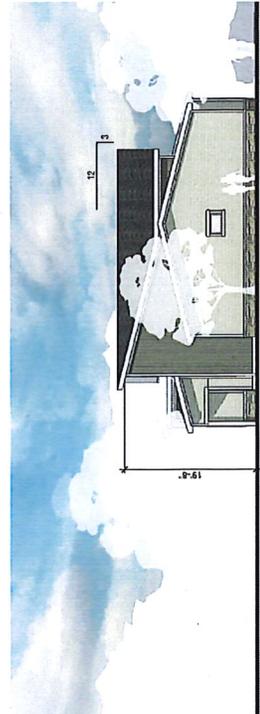
A FRONT ELEVATION
1/8" = 1'-0"
BUILDING TYPE 02



A REAR ELEVATION
1/8" = 1'-0"
BUILDING TYPE 02



A SIDE ELEVATION
1/8" = 1'-0"
BUILDING TYPE 02



A SIDE ELEVATION
1/8" = 1'-0"
BUILDING TYPE 02

EXTERIOR MATERIAL PALETTE

	ROOFING SHINGLE 30-YEAR ARCHITECTURAL SHINGLE COLOR: HUNTERS POND
	STONE BASE SYNTHETIC STONE VENEER EDGE STONE / FULLY COURSED OVER FULL COURSE

	PREMIUM VINYL SIDING 5.5" THICK CLAY-TON PREMIUM SIDING COLOR: CLAY-TON HORIZONTAL
	PREMIUM VINYL SIDING 3.5" THIN COLOR: GLACIER WHITE ALL WINDOWS AND DOOR OPENINGS: CORNER, LANE AND BASE CONTINUOUS

	PREMIUM VINYL SIDING 5.5" THICK CLAY-TON PREMIUM SIDING COLOR: CLAY-TON VERTICAL
	PREMIUM VINYL SIDING 5.5" THICK IRVING & BATHY PREMIUM SIDING COLOR: IRVING VERTICAL

	PREMIUM VINYL SIDING 5.5" THICK CLAY-TON PREMIUM SIDING COLOR: GLACIER WHITE LOCATED @ CORNER/DOOR OPENINGS
	GUTTERS / DOWNSPOUTS SEAMLESS ALUMINUM, K PROFILE COLOR: WHITE *ALL DOWNSPOUTS INCORPORATE SPRAY BLOCK



**CITY OF DELAWARE, OHIO
PLANNING & COMMUNITY DEVELOPMENT
MASTER APPLICATION FORM**



Project # _____

Case # 2017-0731 CONCEPT

Planning Commission

- | | | |
|--|---|---|
| <input type="checkbox"/> Amended Final Development Plan | <input type="checkbox"/> Final Development Plan Extension | <input type="checkbox"/> Substitution of a Non- Conforming Use |
| <input type="checkbox"/> Amended Final Subdivision Plat | <input type="checkbox"/> Final Subdivision Plat | <input type="checkbox"/> Vacation-Alley |
| <input type="checkbox"/> Amended Preliminary Development Plan | <input type="checkbox"/> Final Subdivision Plat Extension | <input type="checkbox"/> Vacation-Easement |
| <input type="checkbox"/> Amended Preliminary Subdivision Plat | <input type="checkbox"/> Floodplain Permit | <input type="checkbox"/> Vacation-Street |
| <input type="checkbox"/> Annexation Review | <input type="checkbox"/> Lot Split | Board of Zoning Appeals |
| <input type="checkbox"/> Combined Preliminary & Final Development Plan | <input type="checkbox"/> Pre-annexation Agreement | <input type="checkbox"/> Appeal Administrative Decision or Interpretation |
| <input type="checkbox"/> Comprehensive Plan Amendment | <input type="checkbox"/> Preliminary Development Plan | <input type="checkbox"/> Conditional Use Permit |
| <input checked="" type="checkbox"/> Concept Plan | <input type="checkbox"/> Preliminary Dev Plan Extension | <input type="checkbox"/> Substitution of Equal or Less Non-Conforming Use |
| <input type="checkbox"/> Conditional Use Permit | <input type="checkbox"/> Preliminary Sub Plat | <input type="checkbox"/> Variance |
| <input type="checkbox"/> Determination of Similar Use | <input type="checkbox"/> Preliminary Sub Plat Extension | |
| <input type="checkbox"/> Development Plan Exemption | <input type="checkbox"/> Rezoning | |
| <input type="checkbox"/> Final Development Plan | <input type="checkbox"/> Subdivision Variance | |

Subdivision/Project Name Burr Oak Commons Address SR 37, Delaware, OH 43015

Acreage 20.06 +/- Square Footage 182,000* Number of Lots -1- Number of Units 92
* 182,000 incl. sq. footage for Commons

Zoning District/Land Use B-3 Proposed Zoning/Land Use PMU Parcel # 51932001014000

Applicant Name Arthur Partners, LLC (dba Treplus Communities) Contact Person Jane Arthur Roslovic

Applicant Address 1515 Lake Shore Drive, Suite 225, Columbus, OH 43204

Phone 614-228-0326 Fax 614-228-2181 E-mail jarthur@trepluscommunities.com

Owner Name Troy Farms of Delaware, LLC Contact Person Dr. John Melvin, M.D.

Owner Address c/o Fruth & Co., 163 N. Sandusky Street, Delaware, OH 43015

Phone 215-955-6574 Fax 215-955-2311 E-mail John.Melvin@jefferson.edu

Engineer/Architect/Attorney Manos, Martin & Pergram, Co., LPA Contact Person Andrew Wecker, Esq.

Address 50 North Sandusky Street, Delaware, OH 43015

Phone 740-363-1313 Fax 740-362-3288 E-mail awecker@mmpdlaw.com

The undersigned, do hereby verify the truth and correctness of all facts and information presented with this application and authorize field inspections by City Staff.

Troy Farms of Delaware LLC
 By: [Signature]
 Owner Signature

Andrew Wecker, Authorized Representative
 Owner Printed Name

By: [Signature]
 Agent Signature

Agent Printed Name

Sworn to before me and subscribed in my presence this 11th day of April, 2017.



TERESA J. HUFFMAN
 NOTARY PUBLIC
 Comm. Expires 08-12-2017
 Notary Stamp

Theresa J. Huffman
 Notary Public



PLANNING COMMISSION/STAFF REPORT

CASE NUMBER: 2016-2797

REQUEST: Zoning Code Amendment

PROJECT: Acceptance of Public Improvements & Bonding

MEETING DATE: May 3, 2017

APPLICANT/OWNER

City of Delaware
1 South Sandusky Street
Delaware, Ohio 43015

REQUEST

2016-2797: A request by the City of Delaware for approval of Amendments to Chapter 1111 Subdivision Regulations of the Planning and Zoning Code pertaining to acceptance of public improvements and bonding.

PROPERTY LOCATION & DESCRIPTION

These amendments to the Planning & Zoning Code affect all future subdivisions proposed and constructed in the City of Delaware.

BACKGROUND

The purpose of the amendments to Chapter 1111 is to clarify and expedite the subdivision platting and construction process for applicants and to ensure a final product that achieves compliance with the development standards of the City without compromising the integrity of the current standards and facilitates Staff reviews. Along with basic housekeeping items, the emphases of the revisions pertain to allowing administrative acceptance of public improvements and the minimum bonding requirements for subdivision projects. The Building Industry Administration (BIA) initiated a series of meetings with engineering and planning staff to bring forward issues of concern with the current process and seeking areas of improvement. Part of the concerns pertain to eliminating the City Council level acceptance of public improvements to minimize delays in final approval. Typically, this has been a fairly perfunctory step in the process that could be performed at the Staff level.

STAFF ANALYSIS

- Section 1111.01 Interpretation and Definitions
 - Housekeeping item to revise and update definitions.
- Section 1111.02 Submission, Form and Content of Preliminary Plat
 - Housekeeping item to revise the submission requirements to the Planning Commission to current standards for a Preliminary Plat and eliminate the previous requirements.
- Section 1111.04 Final Plat Submission Requirements
 - Housekeeping item to revise the submission requirements to the Planning Commission to current standards for a Final Plat and eliminate the previous requirements.
- Section 1111.05 Improvement Bonds
 - Eliminated from this Section and moved to Section 1111.17 (d) to achieve practical construction sequence within this Chapter and renamed to "performance bond" for proper terminology.
- Section 1111.06 Maintenance Bonds
 - Eliminated from this Section and moved to Section 1111.17 (e) to achieve practical construction sequence within this Chapter.
- Section 1111.08 Minimum Requirements for Layout of Subdivisions
 - Housekeeping items to revise the text to current standards.
- Section 1111.09 Construction Plans
 - Inserted pre-construction (approved by City Council) and post construction (a final mylar signature plat that is recorded) text to identify the final plat sequence.
- Section 1111.11 Water Supply
 - Housekeeping item to revise text to current standards.
- Section 1111.13 Sanitary Sewage
 - Housekeeping item to revise text to current standards.
- Section 1111.14 Street Signs and Traffic Signals
 - Housekeeping item to revise text to current standards.
- Section 1111.17 Acceptance of Public Improvements by the City.

- Clarifies the acceptance of public improvements (API) process and specific requirements to achieve approval along with revising the approval process from an action by City Council to a staff administrative approval by the Director of Engineering Services.
 - *The proposed revision allows for the same comprehensive engineering and inspection review of subdivisions but expedites the process for the developers to record plats and ultimately build houses because it would eliminate the wait for typical City Council consent agenda approval which occurs a maximum of twice a month.*
- Documents that the majority of the infrastructure improvements (utilities, streets, etc.) shall be completed and approved by the City before a performance bond (relocated from Chapter 1111.05) can be accepted by the City. It clarifies that the following construction and/or site improvements are the item(s) eligible for a performance bond: ADA ramps, final grading/seeding, final wearing course of asphalt, bike path/walk in common areas, pavement markings and rejuvenate, landscaping, lighting, sidewalks and street lights and monument assemblies. This represents what is current practice with the significant and new exception that it extends the ability to bond the final wearing course of asphalt.
 - *The proposed revision clarifies the minimum infrastructure improvements required to be eligible for a performance bond which should make the process and expectations more user friendly and clear in the code for the developers and staff. This generally reflects long standing practices while adding some new opportunities for bonding.*
- Relocated the maintenance bond requirements from Section 1111.06 to Section 1111.17 (e) to insert them in the proper construction sequence of the subdivision process.
- Section 1111.18 Construction of Buildings
 - Housekeeping items to revise the text to current standards.
- Section 1111.22 Minor Subdivision
 - Housekeeping items to revise the text to current standards.

Staff believes the above revisions to the Subdivision Process are clearer, more user friendly and increases the speed of the approval process without compromising the subdivision regulations, zoning code and the general health, safety and welfare of the community. Staff and the BIA have held a series of meetings and discussions concerning these proposed revisions. The conclusion of those discussions was to advance these proposed changes forward for consideration while the BIA would note that they would welcome the opportunity for future discussions and potential additional changes should these revision be acceptable.

STAFF RECOMMENDATION – (2016-2797 ZONING CODE AMENDMENTS TO CHAPTER 1111 - SUBDIVISION REGULATIONS)

Staff recommends approval of amendments to Chapter 1111 Subdivision Regulations of the Planning and Zoning Code pertaining to acceptance of public improvements, bonding, etc. as documented in the attached revised ordinance.

COMMISSION NOTES:

MOTION: _____ 1st _____ 2nd *approved* *denied* *tabled* _____

CONDITIONS/MISCELLANEOUS:

FILE:
ORIGINAL:
REVISED: 04/28/2017

TITLE THREE - Platting

Chap. 1111. Subdivision Regulations.

Chap. 1115. Water Pollution and Sediment Runoff Control.

SUBDIVISION REGULATIONS

1111.01 Interpretation and Definitions.	1111.12 Storm drainage.
1111.02 Submission, form and content of preliminary plat.	1111.13 Sanitary sewage.
1111.03 Approval of preliminary plat.	1111.14 Street signs and traffic signals.
1111.04 Final plat.	1111.15 Inspection.
1111.05 —Improvement bonds. 1111.05 Left	1111.16 Cost of inspection.
Blank Intentionally	1111.17 Acceptance of public improvements by City.
1111.06 —Maintenance bonds. 1111.06 Left	1111.18 Construction of buildings.
Blank Intentionally	1111.19 Dedication of land for public purposes.
1111.07 Physical considerations.	1111.20 Areas of governmental purchase rights.
1111.08 Minimum requirements for layout of subdivisions.	1111.21 Variances by Council.
1111.09 Construction plans.	1111.22 Minor subdivisions.
1111.10 Street construction.	
1111.11 Water supply.	

CROSS REFERENCES

Platting generally - see CHTR. Sec. 107

Recording and acceptance of plats - see CHTR. Sec. 108

Statutory provisions - see Ohio R.C. Ch. 711

1111.01 INTERPRETATION AND DEFINITIONS.

Throughout these subdivision regulations, terms or words used in the present tense include the future, singular terms include the plural and plural terms include the singular, unless otherwise indicated in the text. In addition, throughout this ordinance, certain terms shall be interpreted as follows:

- (a) "Shall" signifies a mandatory requirement, one that is not discretionary. "May" signifies a permissive or discretionary requirement.
- (b) "Person" includes a firm, association, organization, partnership, trust, company, or similar entity, as well as an individual.
- (c) "Used" or "occupied" includes "arranged," "designed," "constructed," "altered," or "intended to be used."
- (d) "Lot" includes "plot" and "parcel".
- (e) "Structure" includes "building."

In the case of a discrepancy in meaning or implication between the text of this ordinance and any illustration or caption, the text shall control.

Unless the context otherwise requires, the following definitions shall be used in the interpretation and construction of the subdivision regulations.

- (a) "Block". In describing the boundaries of a district, "block" refers to the legal description. In all other cases, a "block" refers to the property abutting on one side of a street between intersecting or intercepting streets or a street and a railroad right-of-way or waterway.
- (b) "Building" means any structure designed or intended for the support, enclosure, shelter or

- protection of persons, animals or property.
- (c) "Building Setback Line" means the required minimum horizontal distance between a property line or other line and a building.
 - (d) "City" means the City of Delaware, Ohio.
 - (e) "Comprehensive Plan " means the general recommended guide, consisting of maps, texts, data, etc. For the future development of the City as adopted in Chapter 1101. Also known as the master plan.
 - (f) "Commission" means the Planning Commission of the City of Delaware.
 - (g) "Dwelling unit" means space, within a dwelling, comprised of living, dining, sleeping room or rooms, storage closets, as well as space and equipment for cooking, bathing and toilet facilities; all combined in one habitable unit.
 - (h) "Easement" means a grant by the property owner or owners, of the use of land for a specific purpose or purposes.
 - (i) "Engineer" means a registered engineer, authorized to practice professional engineering by the State Board of Registration, as specified in Ohio R.C. 4733.14.
 - (j) "Frontage" means the boundary of a lot along an existing or dedicated public street or, where no public street exists, along a public way, either publicly-owned or privately-owned.
 - (k) "Improvements" means street pavements, with or without curb and gutter, sidewalks, water mains, sanitary and storm sewers, street trees and other appropriate items. Also known as public improvements.
 - (l) "Lot" means a parcel of land, having frontage on a public or private street but not including an alley, that is occupied or designed to be occupied as a unit by one principal building, one apartment complex, one multiple dwelling development or one commercial complex and the accessory buildings customarily incident to it, including such open spaces as required by this ordinance. A lot shall be of record in the Delaware County Recorder's Office.
 - (1) "Corner lot" means a lot located at the intersection of two streets on which the interior angle of two adjacent sides of the two streets is less than 135 degrees. A lot abutting on a curved street or streets shall be considered a corner lot if the arc is of less radius than 150 feet and the tangents to the curve, at the two points meet the curve or the straight street line extended, form an interior angle of less than 135 degrees.
 - (2) "Interior lot" means a lot with only one frontage on a street.
 - (3) "Through lot" means a lot that has either opposite ends or opposite sides, each having frontage on a public street.
 - (m) "Lot line" means the line of demarcation between properties.
 - (1) " Front lot line" means the lot line separating an interior lot from the street right-of-way on which it abuts upon a street right-of-way.
 - (2) "Rear lot line" means the lot line opposite and most distant from the front lot line.
 - (3) "Side lot line" means any lot line, other than a front or rear lot line. A side lot line separating a lot from a street is called a street side lot line. A side lot line separating a lot from another lot is called an interior side lot line.
 - (n) "Master Plan" means the general recommended guide, consisting of maps, texts, data, etc. for the future development of the City as adopted in Chapter 1101. Also known as the Comprehensive Plan.
 - (o) "Open space" means an area open to the sky, which may be on the same lot with a building, and may include, along with the natural environmental features, recreation facilities that the Planning Commission deems permissive.
 - (p) Planned Development. (See Chapter 1129).
 - (q) "Plat" means a map of a tract or parcel of land made by a surveyor. [Pre-construction plat](#)

map means the plat map initially submitted for review through the required Zoning Code review processes contained elsewhere within this code. Post-construction plat map means the plat map containing all conditions of approval from the pre-construction plat map approval process, any field changes from construction required by the city, and produced in the format required for final signature and recording.

- (r) "Public way" means an alley, avenue, boulevard, bridge, channel, ditch, easement, expressway, freeway, highway, land, parking right-of-way, road, sidewalk, street, viaduct, walk, bicycle path, or other ways, in which the general public or a public entity has an access right, or which are dedicated for public access, whether improved or not.
- (s) "Public improvement" means street pavements, with or without curb and gutter, sidewalks, water mains, sanitary and storm sewers, street trees and other appropriate items.
- (t) "Right-of-way" means a strip of land taken or dedicated for use as a public way. In addition to the roadway, it normally incorporates at least curbs, lawn strips, sidewalks, lighting and drainage facilities, and may include special features, as required by the topography or treatment (such as grade separation, landscaped areas, viaducts, and bridges).
- (u) "Roadway" means the portion of a street available for vehicular traffic.
- (v) "Street" means, for the purpose of this Chapter, any avenue, boulevard, road, lane, parkway, alley or other way for vehicular traffic shown upon a plat duly approved, filed and recorded in the office of the County Recorder. "Street" includes the land within the right-of-way, whether improved or unimproved. Streets shall be classified as follows:
 - (1) "Arterial street" means a street which carries vehicular traffic of a State or Federal highway route or a highway primarily for through traffic, carrying heavy loads and large volumes of traffic, usually on a continuous route.
 - (2) "Collector street" means a street which carries or is expected to carry large amounts of vehicular traffic usually not of an origin or destination primarily in the properties abutting upon the street; a street intended to serve and to provide access to neighborhoods or subneighborhoods. Collector streets can carry traffic from the local streets to the arterial street system, including the principal entrance and circulation routes within residential subdivisions.
 - (3) "Frontage or marginal access street" means a local or collector street, parallel and adjacent to an arterial or collector street, providing access to abutting properties and protection from arterial or collector streets.
 - (4) "Local street" means a street which carries vehicular traffic usually originating or ending in the properties abutting on the street.
 - (5) "Cul-de-sac" means a local street having but one end open for motor traffic; the other end being permanently terminated by a vehicular turnaround.
 - (6) "Alley" means a public minor way that is intended primarily for vehicular traffic to service the back or side of lots.
 - (7) "Private street" means a strip of privately owned land providing access to abutting properties.
- (w) "Structure" means anything constructed or erected, the use of which requires location on the ground or attachment to something having a fixed location on the ground. Among other things, structures include buildings, mobile homes, walls, fences, and billboards.
- (x) "Subdivision" means the division of any parcel of land shown as a unit or as contiguous units on the last preceding tax roll, into two or more parcels, sites or lots for the purpose, whether immediate or future, of transfer of ownership; or, the improvement of one or more parcels of land for residential, commercial or industrial structures involving the division or allocation of land for the opening, widening or extension of any street or streets, except

private streets serving industrial structures; the division or allocation of land as open spaces for common use by owners, occupants or leaseholders or as easements for the extension and maintenance of public sewer, water, storm drainage or other public facilities.

- (y) "Surveyor" means a registered surveyor, authorized to practice professional surveying by the State Board of Registration, as specified in Ohio R.C. 4733.14.
- (z) "Thoroughfare Plan" means the plan showing major streets and thoroughfares, both existing and proposed, included as a part of the adopted Comprehensive Plan.
- (aa) "Tree lawn" means the part of a street not covered by a sidewalk or other paving lying between the property line and the roadway.
- (bb) "Yard" means an open space on a lot other than a court, unoccupied and unobstructed from the ground upward, except as otherwise provided in the Zoning Ordinance.

1111.02 SUBMISSION, FORM AND CONTENT OF PRELIMINARY PLAT.

(a) The owner of land who desires to subdivide it shall submit the following information to the Planning and Community Development Department:

1. 2 full copies of the plat at 24"x36" or equivalent.
2. 2 reduced copies of the plat at 11"x17" or equivalent.
3. An electronic copy of the entire submittal as determine appropriate by the Director. ~~3 full-size and 3 reduced-size (not to exceed 11" x 17") copies of a preliminary plat to Council for reference to the Planning and Community Development Department and, prior to review by the Planning Commission, shall submit a digital copy (in a format as determined appropriate by the Director).~~
4. The submission shall include the appropriate fees, as established by the codified ordinances.
- 4.5. The Director of Planning & Community Development may require additional copies of all documents and may add to or modify the format required, or the City manager, as appropriate.

The Director of Planning and Community Development shall review each submitted application to determine compliance with the submission requirements. If the application is deemed insufficient, the Director of Planning and Community Development shall notify the applicant within ten (10) business days of receiving such application of necessary changes or additional information needed. When the application is deemed complete and the application fee has been paid, the Director of Planning and Community Development shall officially accept the application for consideration of the action(s) requested on the date such determination is made. (ORD 02-107 Passed August 26, 2002).

- (b) Such Plat shall contain (ORD 03-76 Passed September 22, 2003):
 - (1) The proposed name of the subdivision.
 - (2) Locational map and a legal description.
 - (3) Names and addresses of the owners and developers.
 - (4) Date.
 - (5) North point and graphic scale.
 - (6) Signature block to indicate the approval of the Planning Commission and Council.
- (c) The scale of the Plat shall be one inch equals 100 feet, unless the Director of Planning and Community Development approves otherwise. (ORD 03-76 Passed September 22, 2003)
- (d) The preliminary plat shall show the following existing conditions:
 - (1) Boundary lines and total acreage included.
 - (2) Locations, widths and names of all existing or prior platted streets or alleys, easements, railroad and utility rights of way, parks and public open spaces, permanent buildings and structures, and section and corporation lines. (ORD 03-76 Passed

September 22, 2003)

- (3) Existing sewers, water mains, culverts or other underground facilities on or within 500 feet of the tract, unless the Director determines that such information is not needed, indicating pipe sizes, grades and exact locations.
 - (4) Boundary lines of adjacent tracts and ownership of unsubdivided and subdivided land.
 - (5) Existing contours with intervals of two feet shall be provided where there are slopes of ten percent (10%) or less. Contours with intervals of five feet are acceptable where slopes exceed ten percent (10%). The necessity of providing topography on previously developed sites shall be determined by Planning Staff.
- (e) Elevations shall be based on an indicated sea level datum. Drainage channels, major trees, wooded areas, watercourses and other significant physical features shall be shown.
- (f) The preliminary plat shall also show the following concerning proposed conditions:
- (1) Layout and widths of street pavements and rights-of-way.
 - (2) Layout of lots and blocks.
 - (3) Parcels of land intended to be dedicated or temporarily reserved for public use, or reserved by deed covenant and the conditions proposed for such covenants and for the dedication.
 - (4) Indication of any lot on which a use other than residential is proposed by the owner.
 - (5) Notes detailing all special agreements for parks, park development, bike paths, sidewalks in reserves, traffic controls, and similar items that will be installed or developed.
 - (6) Expanded building setbacks in side yards adjacent to sidewalks or asphalt paths.
 - (7) Notes indicating all anticipated agreements, improvements, and final plat details.
 - (8) Lot width and lot frontage lines plus the distance between them, shown graphically with dimensions. (ORD 03-76 Passed September 22, 2003)
- (g) A preliminary plat may be submitted concurrent with the final plat. The Director of Planning and Community Development, or his authorized representative, shall have the discretion to process a combined preliminary/final plat in cases involving no new streets (except width expansion of existing right-of-way).

The preliminary plat shall be submitted in digital format approved by the Director of Planning and Community Development plus drawn on standard size reproducible mylar or linen not larger than twenty-four inches by thirty-six inches and no smaller than eleven inches by seventeen inches, unless otherwise authorized. No preliminary plat shall be drawn in sections, unless otherwise authorized. If the preliminary plat is to be drawn in sections, each section shall be accompanied by a key map, showing the location of the several sections.

(h) The preliminary plat shall show the plat divided into phases that indicate the approximate sequence in which the subdivision is to be built. Any changes from the preliminary plat sequencing may be considered by the Planning Commission and approved, if deemed appropriate.

(i) For developments with 50 or more lots, additional submission requirements shall be a Traffic Study to the requirements of the City Engineer plus a Community Impact Assessment, as described in Chapter 1191. (ORD 03-76 Passed September 22, 2003)

1111.03 APPROVAL OF PRELIMINARY PLAT.

All preliminary plats must be reviewed by the Planning Commission, which shall submit a recommendation on each to the City Council.

Failure of the Planning Commission to act within 120 days from the date the application was deemed complete, or an extended period as may be agreed upon, shall, at the election of the applicant, be deemed a denial of the application.

The applicant's determination of denial pursuant to this section does not constitute action by the Planning Commission and does not give the applicant the right to seek Council's approval of the application, unless the Director of Planning and Community Development receives from the applicant notification in writing within 30 days of the end of that 120-day period that a denial due to inaction occurred and that placement on a Council agenda is requested. The applicant shall be placed on a Council agenda no later than 30 days after receipt of that written request by the City.

Preliminary approval of the subdivision plat shall be indicated in the official Minutes. The approval of a preliminary plat by the Planning Commission shall be effective for a maximum period of twelve months, during which time any condition of approval must be met before the preliminary plat may be submitted to Council. If more than one year has elapsed since preliminary approval was granted, the preliminary subdivision plat shall be resubmitted to the Planning Commission for consideration of reapproval.

If the Commission disapproves a preliminary plat, it shall enter into its Minutes the reason for the disapproval.

Within 30 days of action by the Planning Commission and after any conditions of approval have been met, the preliminary plat shall be submitted to Council, unless otherwise agreed to by the applicant. Council shall approve, approve with modifications or not approve the preliminary plat and such action shall be entered in the Minutes of Council.

In no case shall more than twelve months elapse between the time of Planning Commission approval of the preliminary plat and its submission to Council for approval. If more than twelve months has elapsed since preliminary approval was granted by the Planning Commission, the preliminary subdivision plat shall be resubmitted to the Planning Commission for consideration of reapproval.

The approval of a preliminary plat by Council shall be effective for a maximum period of twelve months, during which time a final plat for the tract of land may be submitted for approval. If a final plat has not both been submitted to Council within twelve months of the preliminary plat approval granted by Council and has not been approved within eighteen months of the preliminary plat approval granted by Council, the preliminary subdivision plat shall be resubmitted to the Planning Commission for consideration of reapproval.

1111.04 FINAL PLAT SUBMISSION REQUIREMENTS (Pre-construction).

The owner of land who desires to subdivide it shall submit the following information to the Planning and Community Development Department:

1. 2 full copies of the plat at 24"x36" or equivalent.
2. 2 reduced copies of the plat at 11"x17" or equivalent.
3. An electronic copy of the entire submittal as determine appropriate by the Director.
4. The submission shall include the appropriate fees, as established by the codified ordinances
5. The Director of Planning & Community Development may require additional copies of all documents and may add to or modify the format required.

The submission of a Final Plat Map (pre-construction) is as described herein which proceeds through the approval processes described herein including review by the Planning Commission and City Council. Thereafter, and if approved by City Council through said process and after acceptance of public improvements, the applicant shall prepare a Final Plat Map (post construction) for review, approval, signature, and recording with the Delaware County Recorder's office as described herein. The Director of Planning and Community Development Shall review each submitted application to determine compliance with the submission requirements. ~~if~~If the application is deemed insufficient, the Director of Planning and Community Development shall notify the applicant within ten (10) business days of receiving such

application of necessary changes or additional information needed. when the application is deemed complete and the application fee has been paid, the Director of Planning and Community Development shall officially accept the application for consideration of the action(s) requested on the date such determination is made. (ORD 04-91 Passed June 14, 2004)

~~The owner of land who desires to subdivide it shall submit 3 full-size and 3 reduced-size (not to exceed 11" x 17") copies of a final plat to the Planning and Community Development Department and, prior to review by the Planning Commission, shall submit a digital copy (of a format as determined appropriate by the Director). The submission shall include the appropriate fees, as established by the Codified Ordinances or the City Manager, as appropriate.~~

At the discretion of the Director of Planning and Community Development, the applicant can be required to show any off-site easements within 100 feet of the subject property. (ORD 04-91 Passed June 14, 2004)

(a) The final plat ~~or~~ and supporting documentation shall contain all the information required for the preliminary plat, meet all requirements imposed by the Planning Commission, Rules 4733-37-05 and 4733-37-07 of the then current Ohio Administrative Code, plus include the following (ORD 04-91 Passed June 14, 2004):

- (1) The name of the surveyor who made the plat.
- (2) Layout, numbers and dimensions of lots and blocks.
- (3) Lot width and lot frontage lines plus the distance between them shown graphically with dimensions.
- (4) Boundary of plat, based on accurate traverse-with angular and lineal dimensions, and the datum used.
- (5) True angles and distances to the nearest established street lines or official monuments, not less than three, accurately described on the plat.
- (6) Municipal, township, county or section lines accurately tied to the lines of the subdivision by distances and angles.
- (7) Radii, internal angles, points of curvature, tangent bearings and lengths of all chord dimensions.
- (8) All lot numbers and lines with accurate dimensions in feet and hundredths.
- (9) Boundary monuments shall be composed of durable material, have a minimum length of thirty inches and a minimum cross-section area of 0.2 square inches. Every boundary monument shall be identified with a durable marker bearing the surveyor's Ohio registration number and/or name or company name. One such monument shall be placed at each corner and at each change of direction of the boundary. Center punched railroad spikes shall be placed in the centerlines of all new roads at the limits of the subdivision, at points of curve and at points of tangency. When it is impossible or impractical to set a boundary monument on a corner, the surveyor shall set a reference monument along one of the property lines which intersect at that corner. The datum shall be stated.
- (10) Exact location, width and name of all streets and other public ways. Lines of adjoining public and private streets and alleys, with their widths and names and including radii, arcs, points of tangency, and central angles for all curvilinear streets and alleys plus radii for all rounded corners. (ORD 04-91 Passed June 14, 2004)
- (11) Accurate outlines. Location, dimensions, acreage, and legal descriptions of any areas to be dedicated or reserved for public use, with the purposes indicated thereon, and of any area to be reserved by deed covenant for the common use of all property owners. (ORD 04-91 Passed June 14, 2004)
- (12) A certificate by a surveyor registered in the State that the plat represents a survey

- made by him and that all dimensional and geodetic details are correct.
- (13) Notarized certification by the owner of the adoption of the plat and the dedication by him to public use of the streets and other public areas shown on the plat.
 - (14) The proper form for the approval of the Planning Commission and Clerk of Council, with space for signatures, plus providing the ordinance number and date plus Planning Commission case number and date. (ORD 03-76 Passed September 22, 2003)
 - (15) Space for acceptance by signature of the City Manager of the public improvements required.
 - (16) Coordinates of property corners, and major intersections within subdivisions shall be shown in the State Plane Coordinate System and either (a) or (b) below (ORD 03-76 Passed September 22, 2003):
 - (A) Referenced to the Delaware County Monumentation System. The plat must specify which monuments were used to establish the coordinates. A map of the available monuments and their coordinates is available from the City of Delaware Engineer's Office or the Delaware County Map Office.
 - (B) Coordinates of property corners, and major intersections within subdivisions, referenced to at least three distinct points visible on the City of Delaware or the Delaware County orthophoto. The points shall also be plotted on the recorded survey plat. The City of Delaware Engineering Department will supply a copy of the orthophoto and select the points to be used.
 - (17) Notes concerning establishment of a homeowners' association or other controlling party.
 - (18) Notes detailing when parks, park development, bike paths, sidewalks in reserves, traffic controls, and similar items will be installed or developed.
 - (19) Expanded building setbacks in side yards adjacent to sidewalks or asphalt paths.
 - (20) Proposed easements (especially including electric and street light easements), as well as their purpose and width. (ORD 03-76 Passed September 22, 2003)
 - (21) Proposed lighting in compliance with Chapter 1171. (ORD 04-91 Passed June 14, 2004)
 - (22) Proposed landscaping in compliance with Chapter 1166. (ORD 04-91 Passed June 14, 2004)
 - (23) A tree preservation plan as required by Chapter 1168. (ORD 04-91 Passed June 14, 2004)
 - (24) Location of all traffic control devices or signs. (ORD 04-91 Passed June 14, 2004)
 - (25) Proposed and existing fences and walls. (ORD 04-91 Passed June 14, 2004)
 - (26) Summary table showing total acres of the proposed development; number of acres devoted to each type of use including streets and open space. (ORD 04-91 Passed June 14, 2004)
 - (27) Where appropriate, location and configuration of off-street parking areas and loading areas; the arrangement of internal and in-out traffic movement, including access roads and drives; and lane and other pavement markings to direct and control parking and circulation. (ORD 04-91 Passed June 14, 2004)
 - (28) Detailed engineering plans shall be submitted simultaneously with the final plat for review by the appropriate administrative officials, including sanitary sewers, water and other utilities including fire hydrants, as required and proposed drainage and storm water management. (ORD 04-91 Passed June 14, 2004)
 - (29) Maps showing existing and proposed grading contours, wooded areas, wetlands, floodplains and other environmental features. (ORD 04-91 Passed June 14, 2004)

- (30) The applicant shall submit a copy of an FAA determination report as a result of filing the FAA Form 7460-1, notice of proposed construction or alteration of an object that may affect the navigable airspace. (ORD 04-91 Passed June 14, 2004)
- (31) Other information necessary for the evaluation of the final plat, as deemed necessary by the Director of Planning and Community Development or the Planning Commission. (ORD 04-91 Passed June 14, 2004)

(b) The construction plans shall conform to the standards, specifications, regulations, and policies established by the City Engineer.

(c) The final plat (pre-construction) shall be drawn on standard size reproducible mylar twenty-four inches by thirty-six inches in size, unless otherwise authorized. If the final plat (pre-construction) is to be drawn in sections, each section shall be accompanied by a key map, showing the location of the several sections.

(d) The Commission shall approve, approve with modifications, or disapprove the final plat (pre-construction). Failure of the Planning Commission to act within 120 days from the date the application was deemed complete, or an extended period as may be agreed upon, shall, at the election of the applicant, be deemed a denial of the application.

The applicant's determination of denial pursuant to this section does not give the applicant the right to seek Council's approval of the final plat (pre-construction), unless the Director of Planning and Community Development receives from the applicant notification in writing within 30 days of the end of that 120-day period that a denial due to inaction occurred and that placement on a Council agenda is requested. The applicant shall be placed on a Council agenda no later than 30 days after receipt of that written request by the City.

Within 30 days of action by the Planning Commission (which does not occur until completion of all approval conditions, if any), the final plat (pre-construction) shall be submitted to Council, unless otherwise agreed to by the applicant. Council shall approve, approve with modifications or disapprove the final plat (pre-construction) and such action shall be entered in the Minutes of Council. The Director shall inform the applicant when the approval conditions have been completed.

The Commission may approve the final plat (pre-construction) only if it is satisfied that the plat complies in all respects with this Chapter and provided the owner agrees in writing to the following:

- (1) That he/she shall make no conveyance of any lot smaller in width or area than indicated on the plat;
- (2) That all construction work and materials used in connection with public improvements in the area platted shall conform to the requirements and standards of the City and be installed under the City's supervision; and
- (3) ~~That the City shall be notified three days before any construction is begun on such public improvements in order that proper supervision and inspection may be provided. A preconstruction meeting shall be held prior to beginning construction on all projects. All inspection fees shall be paid at or prior to this meeting.~~

(e) The approval of the Planning Commission shall be indicated ~~by signature of the Director on the final plat map in the motion summary record of the Commission, and~~ which shall then be transmitted to Council for consideration. The approval of Council shall ~~likewise~~ be indicated in writing on the final plat map (post construction). The approval of the final plat map (pre-construction) shall be effective for a period of twelve months, unless extended by Council for a specified period of time, during which time all public improvements shown on the final plat map (pre-construction) shall have been completed and accepted unless bonded as provided elsewhere in this chapter.

(f) In no case shall more than twelve months elapse between the date of Planning Commission action on the final plat (pre-construction) and its submission to Council for approval. If more than twelve months has elapsed since the Planning Commission action on the final subdivision plat (pre-construction)

it shall be resubmitted to the Planning Commission for consideration of reapproval.

The approval of a final plat (pre-construction) by Council shall be effective for a maximum period of twelve months, during which time construction of public improvements must be started as evidenced by approval of the City via documented inspections. Within twelve months of the public improvements being started, they must be installed or bonded to be installed per Section 1111.17 - Acceptance of Public Improvements ~~to be installed~~) and approved by the City Council or the final subdivision plat (pre-construction) shall be resubmitted to the Planning Commission for consideration of reapproval.

After approval of the final plat map (pre-construction) by the Planning Commission and Council, and acceptance of the public improvements by the City according to the provisions of Section 1111.17, the final plat map (post construction) shall be submitted for review and signature by the City followed by recording with the County Recorder. The owner shall file and record the final plat map (post construction) with the County Recorder within thirty days of City acceptance of the public improvements.

If not recorded within this time, such plat (pre and post construction) shall become null and void. The owner shall provide the City a copy (or copies) of the recorded final plat map (post construction) in a format(s) acceptable to and as required by the City.

IMPROVEMENT BONDS. 1111.05 Left Blank Intentionally – moved to Section 1117.11

~~In lieu of completing all or part of the required public improvements, the subdivider may apply for final plat approval by insuring completion of the required improvements by means of an improvement bond, letter of credit, or other cash equivalent, as described below:~~

~~At the developer's option, the developer may furnish a bond or bonds payable to the City with sureties acceptable to the City, conditioned upon performance by the owner of the agreement or, in lieu of such bond or bonds may deposit in a bank or savings and loan association in the City or provide an acceptable letter of credit or other cash equivalent for a sum of not less than the total estimated improvement cost in a form approved by the City Attorney. Total estimated improvement costs shall be submitted by the developer and the City shall determine the total estimated improvement cost that is to be used for bonding purposes.~~

~~These funds are to be held in escrow to guarantee the satisfactory completion of such public improvements within 18 months the, the form of such escrow to be subject to the approval of the City and which agreement may provide for the making of payments from such funds from time to time upon certificates of the City Manager that the balance remaining after such payments will, in his opinion, be adequate to pay the remaining costs of such public improvements.~~

~~———— If the installation or construction of all of the public improvements (except street trees) is not complete within 18 months after the City accepts the basic subdivision public improvements, the City may, at its option, use the available amounts to complete the remaining public improvements that have not been completed during lot construction.~~

MAINTENANCE BONDS. 1111.06 Left Blank Intentionally – moved to Section 1111.17

~~———— For a period of two years from the date that a public improvement is accepted by the City Council, the subdivider shall make such repairs or replacements as may be required by the City or for reasons of defective workmanship or material.~~

~~The subdivider shall furnish the City with a bond or a certified check in the amount of twenty percent (20%) of the actual construction cost for such public improvement, including, but not limited to, streets, curbs and gutters, water and sewer, stormwater facilities, sidewalks, and street lights.~~

1111.07 PHYSICAL CONSIDERATIONS.

(a) Natural Land Use. Subdivisions should be planned to take advantage of the topography of the land to economize in the construction of drainage facilities, to reduce the amount of grading and to minimize destruction of trees and topsoil.

(b) Land Suitability. If the Planning Commission finds that land proposed to be subdivided is unsuitable for subdivision development due to flooding, inadequate drainage, soil and rock formations with severe limitations for development, susceptibility to mud slides or earth slides, severe erosion potential, unfavorable topography, inadequate water supply or sewage disposal capabilities or any other feature harmful to the health, safety or welfare of the future residents of the proposed subdivision or community, and if from investigations conducted by the public agencies concerned, it is determined that in the best interests of the public, the land should not be developed for the purpose proposed, the Commission shall not approve the land for subdivision unless adequate methods are advanced by the subdivider for solving the problems that will be created by the development of the land.

1111.08 MINIMUM REQUIREMENTS FOR LAYOUT OF SUBDIVISIONS. (ORD 03-76 Passed September 22, 2003)

(a) Street and Block Layout.

- (1) The street layout of the subdivision shall be in general conformity with a plan for the most advantageous development of adjoining areas and the entire neighborhood.
 - A. Where appropriate to the design, proposed streets shall be continuous and in alignment with existing, planned or platted streets with which they are to connect.
 - B. Proposed streets shall be extended to the boundary lines of the tract to be subdivided, unless prevented by topography or other physical conditions or unless in the opinion of the Planning Commission, such extension is not necessary or desirable for the layout or the most advantageous future development of adjacent tracts. Permanent dead-end streets shall not be permitted unless necessitated by topography. Temporary dead-end streets shall be permitted only as a part of a continuing street plan.
 - C. Proposed streets shall intersect one another as nearly at right angles as topography and other limiting factors of good design permit.
 - D. Wherever there exists adjacent to the tract to be subdivided a dedicated or platted and recorded half width street, the other half width of such street shall be platted.
 - E. Lands abutting highways or principal thoroughfares should be platted to make the lots, if for residential use, desirable for such use by cushioning the impact of heavy traffic on such trafficways, and to minimize interference with traffic on such trafficways as well as the accident hazard.
 - F. No street names shall be used which will duplicate or be confused with the names of existing streets.
 - G. Reserve strips controlling access to streets shall be prohibited except where their control is definitely placed in the City under conditions approved by the Commission.
- (2) Blocks shall have sufficient width to provide for two tiers of lots of appropriate depth.
 - A. The length of blocks shall not exceed 1200 feet unless deemed necessary by the Commission.
 - B. The number of intersecting streets along highways and thoroughfares shall be held to a minimum.

(b) Minimum Right-of-Way Widths of Streets, Alleys and Easements. (ORD 04-91 Passed June 14, 2004)

- (1) Arterial streets, as specified in the Thoroughfare Plan, including the typical cross sections, but not less than one hundred (100) feet wide in any case.
- (2) Collector streets, as specified in the thoroughfare plan, including the typical cross sections, but not less than seventy (70) feet.
- (3) Local streets, as specified in the thoroughfare plan, including the typical cross sections, but not less than sixty (60) feet.
- (4) Cul-de-sac bulbs shall have a minimum right-of-way radius of fifty feet and a minimum paved radius of forty feet, when there are four or fewer lots on either side of the street between the beginning of the cul-de-sac and its bulb or when there is less than 250 feet on either side of the street from the intersecting right-of-way to any part of the bulb. (ORD 03-76 Passed September 22, 2003) For any other cul-de-sac, the bulb shall have a minimum right-of-way radius of 67.5 feet, a curbed island with a 25-foot radius, and a minimum paved radius of 56.5 feet for the roadway.

Cul-de-sacs shall be a maximum of 700 feet in length, as measured from the centerline intersection of the cul-de-sac and the street it intersects.

- (5) Where easements are required for utilities, their widths shall be at least ten feet along front, side or rear lot lines, or as otherwise determined by the City.
- (6) Private streets are not encouraged and shall be permitted only in industrial developments and planned developments, if constructed to public street standards as developed by the City Manager's Office.

(c) Minimum Pavement Widths and Other Public Improvements.

- (1) Minimum pavement widths, back to back of curb, required to be installed at the developer's expense, shall be as shown on the thoroughfare plan, including the typical cross sections, but not less than: (ORD 04-91 passed June 14, 2004)
 - a. forty (40) feet for arterial streets.
 - b. thirty-six (36) feet for collector streets.
 - c. thirty-two (32) feet for local streets.
- (2) Curbs and gutters shall be installed on all new streets, except ditch sections may be used in industrial subdivisions, if approved by the Planning Commission.
- (3) Sidewalks shall be required on both sides of the street. Sidewalks shall be at least five feet in width. Where the majority of lineal feet of existing sidewalk in the same block on the same side of the street is of a different width than five feet, then the width of the majority shall govern. The edge of the sidewalk furthest from the roadway shall be at the right-of-way line. (ORD 02-107 Passed August 26, 2002)
- (4) Tree lawns shall be at least seven (7) feet in width to allow for pedestrian safety and proper driveway approaches. Trees to be installed must be certified to be the species approved by the shade tree commission; and installed by per the Delaware Shade Tree Commission and City requirements and guidelines. Trees will be free of disease and pests and come from a state inspected nursery. Proof of nursery inspection is required prior to planting. Trees improperly installed or installed without giving the Parks and Natural Resource Director City Director of Facilities 48 hours' notice, are subject to immediate removal and replacement by the developer. (ORD 04-91 passed June 14, 2004)
- (5) In addition, to sidewalks, sidewalks and/or bike paths shall be required in all open spaces in all subdivisions (unless the Planning Commission and Council grant a variancean exception), in locations selected by the Planning Commission. In addition,

bike paths shall be provided as shown in the Comprehensive Plan, any specific plan, the Bikepath/Pedestrian Master Plan or to provide local and collector connections to those bike paths shown in the Comprehensive Plansaid plans.

Bike paths shall meet minimum City requirements and standards for such and shall be at least 8 feet wide. that follow, parallel, or intersect with any arterial road or arterial bike path shall be a minimum of 10' wide. All bike paths not located in the public right-of-way shall be within a public access easement.

- (6) All utilities shall be installed underground. All electric, telephone, cable TV, and other wired utilities shall be installed in the rear yard within 10 feet of the rear lot line.

(d) Lots. Setbacks that are shown on the recorded final plat (post construction) shall control the principal use. The then current Zoning Code shall apply to all other aspects of the development Zoning Code. (ORD 03-76 Passed September 22, 2003)

- (1) The size, shape and orientation of lots shall be appropriate for the location of the proposed subdivision and for the type of development contemplated. Lots shall meet the requirements of the Zoning Ordinance.
- (2) Every lot shall abut on a public street. (ORD 03-76 Passed September 22, 2003)
- (3) Excessive depth in relation to width shall be avoided. A proportion of two to one of depth to frontage shall be normal for lots having a width of sixty feet or more, except as otherwise noted.
- (4) Side lot lines shall be approximately at right angles or radial to the street on which the lot faces.
- (5) Double-frontage and reversed-frontage lots shall be avoided.
- (6) Corner lots for residential use shall be platted wider than interior lots in order to permit conformance with the front yard setback on the side street required by the Zoning Ordinance.
- (7) Residential lots fronting or abutting on highways, thoroughfares and other important trafficways should have extra depth to permit deep setbacks for the buildings from such trafficways.

(e) Street and Access Drive Requirements (ORD 02-107 Passed August 26, 2002).

A street shall be required to be publicly dedicated when such street:

- (1) Provides access to detached single-family dwellings on a subdivided lot.
- (2) Is a major street that connects two existing public streets, is intended to provide a future continuing street system beyond the project boundaries, or is expected to accommodate pass-through traffic going to and from adjacent developments.

Streets that are not so publicly dedicated may be approved as private streets when the planning commission City determines that:

- (1) The private street is not planned or expected to be extended to serve property outside the development.
- (2) Adequate utility easements are provided to the satisfaction of the City and the utilities.
- (3) The design and layout of the private street provides adequate and safe access to the intended units, as determined by the City of Delaware Police and Fire Departments.

Access drives shall be permitted in compliance with the following:

- (1) An access drive shall serve no more than four (4) units.
- (2) An access drive shall extend from a public or private street and shall not connect to any other existing or planned public or private street.
- (3) The design and layout of the access drive shall provide adequate and safe access to the intended units, as determined by the City of Delaware Police and Fire Departments.

(f) Private Street and Access Drive Construction (ORD 02-107 Passed August 26, 2002).

All elements of a private street that are to be provided shall be constructed in accordance with the construction standards set forth for "private residential pavement section".

- (1) However, when the Planning Commission determines that certain elements of a public street do not or should not specifically apply to a private street due to the circumstances of a particular project or portion of a project, the Commission may waive, or permit a modification to the installation of any such element(s) to the extent deemed just and proper provided such relief may be granted without detriment to the public good.
- (2) This provision applies to waiving the requirement for curbs and storm sewers when the applicant demonstrates to the satisfaction of the Planning Commission that, based on the topography of the site, open space, density and other environmental considerations, the proposed open natural drainage system will equally satisfy the city's drainage requirements.

Private streets may be constructed with narrower pavement widths than required for public streets, provided that two-way private streets shall be at least 24 feet wide (back-to-back of curb) plus alleys and one-way streets shall be at least 12 feet wide (back-to-back of curb). Where parking is to be allowed, at least 8 feet of paving shall be added. (ORD 04-91 passed June 14, 2004)

- (3) Private streets may be constructed with narrower pavement widths than required for public streets, provided they comply with standards set forth in schedule 1111.07.
- (4) Access drives may be constructed to multiple-family residential driveway standards when serving four (4) units or less.
- (5) Whenever a private street and/or access drive is included in a development, deed restrictions shall be required which shall specifically include the following language:

"The undersigned grantee(s) hereby acknowledge(s) that (he, she, they) understand that the premises described herein is located upon a non-dedicated, private street or access drive. And further, the grantee(s) understands that no government body is responsible for care and maintenance of said private street or access drive."
- (6) Paved walkways and/or bikeways shall be provided to connect to common open space areas and to provide convenient pedestrian access throughout the development and from the development to other areas of the community. (ORD 04-91 passed June 14, 2004)

1111.09 CONSTRUCTION PLANS.

Construction plans (also known as engineering site improvement plans) shall be prepared by a registered professional engineer and be in accordance with the City's Standard construction specifications and regulations and as required by the Codified Ordinances. Construction plans shall be submitted with the final plat map (pre-construction). Such construction plans ~~shall~~ must receive approval of the City prior to installation and before approval of the final plat map (post construction).

1111.10 STREET CONSTRUCTION.

Streets shall be graded to the full width of the right-of-way and fully constructed with all-weather pavements, concrete curbs and gutters plus sidewalks, and proper storm drains and inlets. Streets and sidewalks shall be constructed to the City's standard construction specifications and regulations.

In no case shall any sidewalk or other public improvement (except street trees) be installed or constructed later than 18 months after the City accepts the street public improvements.

1111.11 WATER SUPPLY.

Where a public water supply main is reasonably accessible, in the judgment of ~~the Planning Commission~~the City, the subdivider shall provide a complete water distribution system adequate to serve the area being platted, including a connection for each lot and fire hydrants. Lack of public water supply can be adequate cause for the ~~Commission~~City to disapprove a proposed subdivision within the City limits. Water lines shall be constructed to the City's standard construction specifications and regulations.

1111.12 STORM DRAINAGE.

Every subdivision shall be provided with a storm water sewer or drainage system adequate to serve the tributary drainage area and constructed to the City's standard construction specifications and regulations.

1111.13 SANITARY SEWAGE.

Where a public sanitary sewer main is within one mile of the subdivision, the subdivider shall provide a complete sanitary sewer system connected to the public system, including a lateral connection for each lot. Lack of a public sanitary sewer can be adequate cause for the ~~Planning Commission~~City to disapprove a proposed subdivision within City limits. If temporary measures for providing sanitary sewer facilities are approved by the ~~Commission~~City, such temporary measures including but not limited to lift stations, temporary sewer lines or force mains which direct flow to sewers not planned to receive such flow, lands within such subdivision shall be subject to future assessments for relieving the temporary sanitary sewer measures. Proper notation of the City's assessment privileges shall be noted on the subdivision plans and plats and in the conveyance of such lands indicating the possible future assessments. Sanitary sewer lines shall be constructed to the City's standard construction specifications and regulations.

1111.14 STREET SIGNS AND TRAFFIC SIGNALS.

The subdivider, at its expense, shall install street identification and traffic control signs in standard subdivisions in accordance with City specifications and standard drawings. Should traffic signals be required as a result of a proposed development, the subdivider shall either reimburse the appropriate authority for the cost of such signals, pay a proportionate share when they are installed or complete installation at their sole expense as determined and authorized by the City through the processes contained within the codified ordinances of the City.

1111.15 INSPECTION.

Prior to starting any of the work covered by the above plans, after approval thereof, arrangements shall be made to provide for full-time inspection of the work (including street trees) by the City.

1111.16 COST OF INSPECTION.

For a subdivision within the City, the subdivider shall pay the cost as required by the City for review and approval of the plans and specifications, inspections (including street trees) and the cost of the legal services and administrative expenses incident to such improvements.

1111.17 ACCEPTANCE OF PUBLIC IMPROVEMENTS BY CITY.

(a) Prior to acceptance of the public improvements by the City, the following conditions shall be met:

- (1) That upon final inspection by the City, the public improvements are found to be built according to City specifications and are in good repair and that all bonds or cash equivalents required by Sections 1111.17 d (Performance Bond) and e (Maintenance Bond)~~1111.05 and 1111.06~~ have been received by the City.
- (2) Should any construction items remain uncompleted due to circumstances beyond the applicant's control (as determined by the City), a performance bond or letter of credit for the full amount of the improvement costs shall be submitted along with any other

bond requirements as determined by the City.

~~(3) "As built" construction plans shall be submitted to the City on a reproducible mylar. "As built" construction plans on reproducible mylar or linen, not less than sixteen inches by twenty-two inches and not more than twenty-four inches by thirty-six inches in size, are submitted to the City.~~

- (3) Unless bonded per the requirements of this section, Aa letter of monument certificaioncertification from a licensed Ohio registered surveyor shall be submitted. It shall certify that all required monuments have been placed in accordance with the construction plans. The letter shall include coordinates and elevation of all monument markers. A letter of monument certification from a licensed Ohio registered surveyor shall be submitted. It shall certify that all required monuments have been placed in accordance with the final plat. The letter shall include the coordinates and elevation of all monument markers.
- (4) That a two-year maintenance bond as required in Section 1111.0617e is submitted to the City and the two-year tree replacement bond has been submitted.
- (5) That inspection fees have been paid in full.
- (6) That a listing of final quantities and sizes of water and/or sewer lines with the cost of each such line be provided.

(b) ~~Council shall enact a resolution accepting such improvements, provided these six conditions have been met and the public improvements have been duly dedicated. The City shall verify that all public improvements have been completed, accepted or bonded and shall issue a letter accepting the public improvements for the subject subdivision if verified. The acceptance may be done administratively by Staff~~

(c) Acceptance of public improvements shall be required of all public streets, whether a part of a subdivision or not. (ORD 04-91 -passed June 14, 2004)

(d) Performance Bond – The majority of infrastructure improvements shall be completed and approved by the City before a performance bond or cash equivalent can will be accepted by the City in its sole discretion. The following construction and/or site improvements are the only item(s) that the City will allow to shall be bonded for completion at its sole discretion:

1. ADA ramps
2. Final grading & seeding
3. Final wearing course of asphalt
4. Bike path/walk in common areas
5. Pavement markings and rejuvenate
6. Landscaping
7. Lighting
8. Sidewalks and street trees
9. Monument assemblies

(e) Maintenance Bond – For a period of two years from the date that a public improvement is accepted by the City, the subdivider shall make such repairs or replacements as may be required by the City or for reasons of defective workmanship or material. The subdivider shall furnish the City with a maintenance bond or cash equivalent in the amount of twenty percent (20%) of the actual construction cost (as determined in final amount by the City) for such public improvements, including but not limited to, streets, curbs and gutters, water and sewer, stormwater facilities, sidewalks and street lights,

(f) "As built" construction plans shall be submitted to the City on a reproducible mylar and in digital form(s) acceptable to the City within 30 days of the completion of the particular infrastructure

element and prior to construction of buildings or as otherwise determined by the City should some of the improvements be bonded per the requirements of this code in which case piece by piece or a series of updated as built drawings may be required by the City.

1111.18 CONSTRUCTION OF BUILDINGS.

Construction of buildings shall not be permitted until all public improvements (except sidewalks, street lights, and street trees) leading to that lot are completed and approved by the City and/or that all bonds or cash equivalents required by Sections 1111.17 d (Performance Bond) and e (Maintenance Bond) ~~05 and 1111.06~~ have been received by the City to ensure completion of the sidewalks and street lights said improvements.

1111.19 DEDICATION OF LAND FOR PUBLIC PURPOSES.

The amount of land, a percentage of each residential development or planned residential development, inclusive of streets, which shall be required to be deeded and dedicated shall meet the following standards as applied to the projected dwelling units (D.U.) per acre in residential areas. The minimum standard for open space standard neighborhood parks accepted by the Parks and Recreational Advisory Board and the Department of Recreation services is 2.5 acres per 1000 people.

Land equal to ten per cent of the gross acreage shall be dedicated for public recreational purposes in proposed subdivisions, multi-family developments, and the residential portion of planned developments.

(a) Any land to be dedicated as a requirement of this section shall be reasonably adaptable for use for park and recreation purposes and shall be at a location convenient to the people to be served. Factors used in evaluating the adequacy of proposed park and recreation areas shall include size and shape, topography, geology, tree cover, access and location.

(b) Council, upon recommendation from the Planning Commission, may reduce the land dedication requirement for those recreational areas or facilities which are provided by the owner within the subdivision as a part of the development or in cases where lower density development is anticipated.

(c) Council may, upon recommendation from the Planning Commission, require or accept cash in lieu of the required land dedication. A cash dedication shall be at a rate established every two years by resolution of Council based upon the recommendations of a qualified land appraiser retained by the City to research recent real estate transactions to determine an estimated average value of land per acre with public improvements completed thereon. The decision to accept cash in lieu of parkland shall be made with regard to the availability of City park and recreational facilities and by the population generated by the proposed subdivision.

(d) Cash received in lieu of parkland dedication shall be placed in a special fund for the development of parks and recreational facilities. To the extent possible, the funds should be spent in the area from which they originated.

1111.20 AREAS OF GOVERNMENTAL PURCHASE RIGHTS.

When a proposed development or subdivision contains an area described in the Master Plan or as designated by a public agency as a proposed public building site, park or school, such area shall be dedicated on the plat to a public agency or reserved for acquisition by such an agency within a period of five years by purchase or other means.

1111.21 VARIANCES BY COUNCIL.

Council shall have the power to authorize upon recommendation from the Planning Commission in a specific case, such variances from the terms, provisions or requirements of this Chapter as will not be contrary to the public interest, but only in such cases where, owing to special conditions pertaining to a specific piece of property, a literal enforcement of the provisions or requirements of this Chapter will result in practical difficulty or undue hardship. The spirit of this Chapter shall be observed, public safety

and welfare secured and substantial justice done. A variance is adopted by adoption of the plat.

1111.22 MINOR SUBDIVISIONS.

A proposed subdivision of a parcel of land into only two parcels of land may be submitted by written request to the Planning Commission for approval without submission of a preliminary and final plat provided it does not involve the following:

- (a) The opening or extension of any street or road, except the widening in conformance with the Comprehensive Plan.
- (b) A private easement of access.

Minor subdivision plat approval may also be sought when the sale or exchange of parcels between adjoining property owners occurs and where such sale or exchange does not create additional building sites and where the lots resulting are not reduced below minimum sizes required by law.

The application shall be accompanied by a plat of survey prepared by a registered surveyor showing the original parcel being divided, the parcel to be divided and conveyed, and contiguous parcels as well as any additional information deemed necessary by the City. If the Planning Commission, acting through delegated authority to the Director of Planning and Community Development, is satisfied that such proposed subdivision is not contrary to applicable platting, subdivision or zoning regulation, or the Comprehensive Plan, it may approve such subdivision by stamping the conveyance "Approved by Planning Commission, City of Delaware, Ohio; no plat required" and affixing the signature of the Director of Planning and Community Development or his designated representative.

If the subdivision is not approved within ten days of its submission, or is disapproved by the Director of Planning and Community Development, it shall automatically be submitted under Section 1111.02, unless withdrawn by the applicant.

The procedure established under this section may be utilized only one time for each parcel of land unless subsequent minor subdivisions are approved by a majority vote of the Commission.